The Bombay Gazette.

No. 7,476.—New Series. BOMBAY :—MONDAY, FEBRUARY 28, 1870. Annual Subscription in Advance....Rupees Fifty-Two.

The Bombay Gazette.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage	„ 72 0
For half year in advance, delivered in Town	„ 28 0
including postage	„ 38 0
For three months' advance, delivered in Town	„ 16 0
including postage	„ 21 0
For one month, delivered in Town	„ 6 0
including postage	„ 7 12
Single Copy for Cash	„ 0 4
Back Numbers	„ 0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under

First insertion	Rs. 1 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

Domestic Occurrences, Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASIA, 1,579 tons, 250 H P., Commander J. Patterson, will be despatched on the 1st March 1870, at noon.

March 1870		March.
Leave Bombay	1	Leave Galle 8
„ Carwar	2	„ Negapatam 11
„ Mangalore	3	„ Madras 14
„ Cannanore	4	„ Coconada 16
„ Calicut	4	„ Vizagapatam 17
„ Beypore	4	„ Bimlipatam 17
„ Cochin	5	„ Gopalpore 18
„ Tuticorin	6	Arrive Calcutta 20
„ Colombo	7	

This route is the most expeditious and economical for Passengers for the Neilgherrie district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

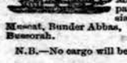
(Interchanging Cargo and Passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE



THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

The steam ship KURRACHEE, 541 tons, 120 H. P., Commander A. Cottier, will be despatched on the 28th February, 1870, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

THE well known First Class Steamer PHLOX, E. Baker, Commander, will leave the undermentioned Ports, every FRIDAY, starting from the Apollo Bunder at 4 P.M.

Ujjunwell,	Mirjan,
Rutnagherry,	Vingorla,
Jeytapoor,	Goa, Panjim.

For Freight or Passage apply to NUSSERWANJEE KERSASJEE, Bazaar Gate Street, and for Charter to J. DIXON, Apollo Street.

STEAM FERRIES (under contract with Government).—Steam Ferry

Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to	Bewas.	Dhurumtur.	Butchers Island and Oorum.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	3 0
Second Class	0 12	1 0	0 12	1 0
Third Class	0 6	0 8	0 6	0 8

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M.

The Oolwa Ferry leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Bombay, 5th November 1867.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days:—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
Ratnagherry	Sunday.	Beypore	Saturday.
„ Malwan	„	„ Tellicherry	„
„ Vingorla	„	„ Cannanore	„
„ Goa	Monday.	„ Mangalore	Sunday.
„ Carwar	„	„ Compta	Monday.
„ Compta	Tuesday.	„ Carwar	„
„ Mangalore	„	„ Goa	Tuesday.
„ Cannanore	Wednesday.	„ Vingorla	„
„ Tellicherry	„	„ Malwan	„
„ Calicut	„	„ Ratnagherry	Wednesday
„ Beypore	„	Arrive Bombay	Thursday.
Arrive Cochin	Thursday.		

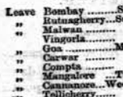
The Steamer GENERAL OUTRAM, Captain Treasdale, will be despatched according to the above table on SATURDAY next, the 5th proximo, at 4 P. M.

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 28th February, 1870.

LIVERPOOL VIA SUEZ CANAL.

(CALLING AT HAVRE IF SUFFICIENT INDUCEMENT OFFER.)



THE undermentioned First Class Screw Steamers will be despatched in the following order:—

FAITH	957 Tons Register	28th February.
CALYPSO	1,123 „ „	15th March.
DIDO	1,190 „ „	31st March.

For Freight only apply to

RITCHIE, STEUART, & Co.

3rd February 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Naples, Barcelona, Havre, and other Continental Ports. They have also made arrangements for forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of unloading at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be paid least Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles 1 per cent.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 16
„ Suez	£ 42	£ 27 10
„ Port Said	£ 42	£ 24
„ Marseilles	£ 56	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the new Steam Ship AFRIQUE, of 3,200 tons, Captain Roland, will be despatched from Bombay on or about the 2nd March, and will be followed by the ASIE, about the 23rd March, and will be followed by the ASIE, about the 23rd March next, 1,200 tons, Captain Lassalle, to sail about the 20th March next.

For further particulars, rates of Freight &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 14th February, 1870.

FOR LIVERPOOL DIRECT.

THE Fine A 1 Iron Ship SLIEVE DONARD has nearly engaged two-thirds of her CARGO, will have quick despatch. She has been docked and cleaned her bottom For Freight apply to MERWANJEE NUSSERWANJEE, Agent.

NOTICE.—Consignees of CARGO per ship OCTAVIA, from Mauritius, are requested to SEND BOATS alongside at once to take delivery, otherwise the same will be landed by Captain Burrow without further intimation at the risk and expense of the concerned.

W. NICOL & Co., Agents of Captain and Owners.

Bombay, 21st February 1870.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports. A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £22. 10s.	}	Exclusive
To Trieste—1st class £56, 2nd class £34.,	}	of Wines.

Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Bathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship KRISHNA, 1,500 Tons, Captain Bonfellow, will be despatched on MONDAY, the 28th February.

The following Steamer will be despatched on MONDAY the 14th March.

STEARNS, HOBART, & Co.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Company intends to despatch on or about the FIRST of EVERY MONTH a Steamer from TRIESTE to BOMBAY, and *vice versâ*. The first Steamer, the APIS, 1,600 Tons, Captain Bencin, will leave Bombay for Trieste on or about the 9th March, and will be followed by the new Steamer SPHINX 1,400 tons, on or about the 1st April.

These Steamers have limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY:

	Cabin.	Deck without Food.
To Aden	£16	£6 -15
To Suez	£28	£11-15
To Port Said	£30	£12-10
To Trieste	£40	£16-10

Cargo taken for Trieste direct, also for Venice, Constantinople, and Odessa.

Besides the above direct line, there is a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versa* in conjunction with the P. & O. Co's Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have each an experienced surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their luggage forwarded by that Company's steamers to Southampton, at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents grant also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES from ALEXANDRIA to TRIESTE:

First Class	£13 | Second Class £9

Children under 10 years at Half Fare; under 2 years, Free.

REDUCED FARES FOR FAMILIES, consisting of not less than 3 adult members travelling together:—First Class, £10-16 per head. Second Class, £7-10 per head.

Railway tickets, from SUEZ to ALEXANDRIA, with all the privileges of passengers by the P. & O. Co., First Class, £4-10; Second Class, £2-5. Children over 3 and under 10 years at Half Fare.

Under arrangements made with the Bombay and Bengal Steam Ship Company, (Messrs. Stearns, Hobart & Co., Managers,) Passengers from BOMBAY can book through to TRIESTE via ALEXANDRIA at the following rates, (INCLUDING TRANSIT THROUGH EGYPT):—First Class, £53; Second Class, £34, exclusive of wines.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co, and the Bombay and Bengal Steam Ship Co., and to Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

For further particulars, and for freight and passage apply to

A. C. GUMPERT & Co.,
Agents for the Austrian Lloyd.

Bombay, 30, Medows Street.

SHIP BRITISH SCEPTRE.—To Consignees

of CARGO who have not already sent Boats alongside, NOTICE is hereby given, that unless they at once do so, the Captain will, without further delay, land the Goods at their expense.

EDWARD BIGG & Co., Agents.

NEW ADVERTISEMENTS.

THEATRE ROYAL,
GRANT ROAD.

Sole Lessee ..... Mr. DAVE CARSON.

Under the distinguished patronage of the Officers and Employés of the Peninsular and Oriental Company.

Miss WADDY DEERING

Begs respectfully to intimate to her Friends and Patrons that her

BENEFIT

is fixed to take place on

TUESDAY NEXT, MARCH 1st,

When will be produced (the 1st time in Bombay, with entirely new Scenery, Dresses and Appointments)

THE ROMANTIC SCOTTISH DRAMA OF

ROB ROY,

With all the original Music, supported by the entire strength of the Company.

Box plan at SOUNDY'S.

Tickets to be had between 10 and 1 of Miss WADDY DEERING, at the Theatre.

SEWING MACHINES.

WHEELER and WILSON'S Celebrated LOCK-STITCH SEWING MACHINES are the most reliable Instruments for domestic use, being strong and capable of doing a greater range of work than any other Sewing Machines. Each machine is accompanied with

1 Hemmer,	1 Needle Wrench,
4 Bobbins,	1 Oil Case,
12 Needles,	1 Screw-driver,
1 Thread Hook,	

1 large and small gauge for Tucking, Plaiting, and Quilting, and an extra cloth plate slide with large needle-hole for coarse work.

Half, Case, to lock, Rs. 135—Nett Cash.

J. NEUBERG.

Medow Street, Fort.

HARMONIUMS.—A new consignment just

to hand, at Moderate Prices.

These Harmoniums have been known to stand the climate of India for the last 12 years.

J. NEUBERG.

Medow Street, Fort.

COOKING STOVE.—No. 8 "Victoress"

Kitchener, complete with all the necessary Cooking Utensils and Smoke Pipe.

J. NEUBERG.

Medow Street, Fort.

FOREST DEPARTMENT, COLABA COLLECTORATE.—NOTICE is hereby given, that a SALE

of the undermentioned TEAK will take place at Oombrole, in Talooka Penn, on THURSDAY the 24th March 1870 at 4 o'clock P.M. precisely.

Village.	Large Logs.	1st Class Rafters.	2nd Class Rafters.	3rd Class Rafters.	Miscellaneous Wood.
Nareh	89	353	546	252	Small rafters. 2,836
Oombrole	1,100	2,899	5,050	6,400	Bamboos 2,555
Dowrapur	1,200	3,000	5,400	7,000	Sundries 9,153
Doorshet	71	1,07 2	2,379	8,143	Stocks of Firewood } 643
Total	2,560	7,215	14,235	21,795	

2. The material is lying stacked by classes in the villages abovenamed, distant only six miles from Khandalla Railway Station, and is open to inspection.

3. A deposit of 25 per cent must be paid without fail by each purchaser on the lot being knocked down to him, and the remainder within six (6) days from the date of sale.

4. The conditions of sale will be made known on the date of Auction.

5. Sealed tenders for the purchase of the entire quantity, which will only be opened on the 24th proximo, will be received by the undersigned up to the day of sale, but no reason will be assigned for the rejection of any tender.

6. All such applications should be superscribed "Tender for Teak in Penn."

7. Further information will be afforded by the undersigned on tour in the district, or by the Mamlutdar of Penn.

C. A. MORPHEW,
Deputy Conservator of Forests', Colaba and Sooverndroog.

The Deputy Conservator of Forests' Camp, Dapoolie, 23rd February 1870.

DRY CHAMPAGNES,

Just landed from ship "EUTERPE" in fine condition.

	Per dozen Cash.	Credit.
	Rs. s.	Rs. a.
CHAMPAGNE—F. GIESLER & Co.'s "for India," their finest brand, in original cases as landed, Quarts	38 0	42 0
Do. do. examined and re-packed Qts.	40 0	44 0
Do. do. ... ... Pints	22 0	24 0
CHAMPAGNE—JULES (the original) MUMM'S finest dry, in original cases as landed, Quarts	38 0	42 0
Do. do. examined and re-packed, Quarts	40 0	44 0
Do. do. ... ... Pints	22 0	24 0
CHAMPAGNE—PERRIER JOUET'S finest "Pale extra dry creaming:" Unequalled by any other brand imported, this wine has become as completely the favourite of Indian, as it has long been of London, Society, in original cases as landed, Quarts	38 0	42 0
Do. do. examined and re-packed Quarts	40 0	44 0
Do. do. ... ... Pints	22 0	24 0

Constituents will oblige by stating on their orders whether they require "original" or "re-packed" cases of Sparkling Wines.

TREACHER & Co. (Limited).

NEW ADVERTISEMENTS.

THEATRE ROYAL,
GRANT ROAD.

Sole Lessee ..... Mr. DAVE CARSON.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

MONDAY, 28th FEBRUARY 1870.

GRAND

SPECIAL MINSTREL NIGHT,

UNDER THE IMMEDIATE PATRONAGE OF

THE CAPTAINS AND OFFICERS

OF THE

MERCANTILE MARINE.

NEW SONGS.
LOCAL HITS.
COMIC SAYINGS.
REFINED MUSIC.

A GRAND COMBINATION OF TALENT

Will present itself in this

ENTERTAINMENT,

Comprising a

UNITY OF NATIONS,

ENGLISH, FRENCH, ITALIAN, AND AMERICAN ARTISTS.

MISS FANNY WISEMAN,

THE PEOPLE'S FAVOURITE,

Will sing the original Song of

"MY MOTHER DID SO BEFORE ME."

Mrs. DAVE CARSON,

AND

Messrs. HERBERTE, BURTON, AND SEMELADIS,

IN

SONGS AND SOLOS

FROM THEIR EXTENSIVE REPERTOIRE.

DAVE CARSON

Will appear in his

"Lee Jib Stansail—Halyard Spritsail—Port Soupper Boom—Abaft the Rudder—Nor' Nor' North on the Barometer Cathead—Clewing the downhaul Galley Dry—Hash Tack;"

INTRODUCING A SCENE FROM

BLACK-EYED SUSAN;

And the whole entitled

THE ACTOR OF ALL WORK.

PROGRAMME.

Part First.

Mrs. DAVE CARSON

WILL PRESIDE AT THE PIANOFORTE.

Overture (dedicated to Maud Clarendon Carr-	
sons)	Full Band.
Opening Chorus (The Sydney Pets). Nod.:	
Ned !	Company.
The Jolly Old Crow (First time, new)	Dave Carson.
Who is lying beneath the broad palm !	Mr. W. Burton.
Working on the Cotton boats (Mississippi Boat Song)	Mr. O. Deering.
Farewell, my mother dear	Mr. S. Herberte.

TO CONCLUDE PART FIRST,

DAVE CARSON

Will sing his original song, entitled,

"YOU NAUGHTY, NAUGHTY GIRLS !"

To be followed by a

GRAND MISCELLANEOUS ENTERTAINMENT,

Concluding with

MISS FANNY WISEMAN

TEACHING Mr. W. SOUTH

A CONJUGAL LESSON.

Mr. Simon Lullaby	Mr. W. South.
Mrs. Letitia S. Lullaby	Miss Fanny Wiseman.

Reserved Seats may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Theatre can be seen.

Doors open at 8-15. Performance commences at 9 P.M.

TO-MORROW, TUESDAY, 1st MARCH 1870,

Under the patronage of the Officers and Employés of the Peninsular and Oriental Company, the Romantic Scotch Drama of

ROB ROY

Will be produced for the

BENEFIT

OF

MISS WADDY DEERING.

THE steam ship MAGDALA having arrived with Cargo from Calcutta. Consignees are requested to send their Bills of Lading with Private Manifest to our office for endorsation. STEARNS, HOBART, & Co.

Bombay, 27th February 1870.

NOTICE.—Consignees of CARGO per steam ship FIRE QUEEN, from Liverpool, are requested to send BOATS alongside at once to take delivery, otherwise the same will be landed by Captain Day without further intimation at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Captain and Owners.

Bombay, 26th Feb. 1870.

THE DUKE'S VISIT.—Well adapted for the illumination of Streets, Triumphal Arches, Houses, Compounds, Trees, etc., etc.—received by yesterday's Mail from Paris, ready for delivery to-morrow—LANTERNES VENETIENNES BALLOONS, SOLEILS, at

FAVRE, LEUBA, & Co.,
Elphinstone Circle.

NOTICE.—DUKE OF EDINBURGH'S VISIT.—TRANSPARENCIES for the illumination to be seen at Khetwaddy 12th Lane, near Grant Road Theatre. 20th February 1870.

GREAT INDIAN PENINSULA RAILWAY COMPANY.—NOTICE.—A GREYHOUND and a PUPPY were found at the Byculla Station on the 13th inst., and no one having yet appeared to claim them, it is hereby notified that unless they are owned within three days they will be sold to defray expenses.

HENRY CONDER,
General Traffic Manager.

Bombay, 26th February 1870

GREAT INDIAN PENINSULA RAILWAY COMPANY.—TENDERS are invited for Painting Stations, &c. on the Undermentioned Lines of G. I. P. Railway.

Forms of Tender and conditions of Contract can be had on application at the Deputy Chief Engineer's Office, Fort.

Tenders to be sent in by the 1st March, addressed to the Agent, and sealed and endorsed "Tender for Painting Stations, &c."

The Agent does not bind himself to accept the lowest or any tender.

H. P. LeMESURIER, Agent.

Company's Offices, Elphinstone Circle, Bombay, 25th February 1870.

AUCTION SALE of VALUABLE LANDED PROPERTY at Bhendy Bazaar, opposite Mahomed Rauker's Stables.—ON WEDNESDAY, the 9th March, at 4 P.M., Messrs. HEERALALL and Co. will sell by PUBLIC AUCTION, at the premises, by the mutual consent of both the Mortgagee and the Mortgagor, all that piece of ground, measuring 1,200 square yards, and Aderjee Bazonjee Pustakia, the Mortgagor—all that piece or parcel of Government land or ground, with a three-storeyed building-house or dirry thereon, (which brings in good rent, suitable for the habitation of all castes of people, with Vehar water all over the premises, situate, lying and being at Bhendy Bazaar, in Esdjee Cooper's Compound, assessor by the Collector of Assessment under No. 97, containing by admeasurement one hundred and eleven square yards, or thereabouts, and bounded as follows: on or towards the east by the property of Chinoo Mahomedally Gowlee, on or towards the west by Eduljee Cooper's first street, on or towards the north by the house of Anthiroo Dadabhai Pestonjee Parroy, on or towards the south by Eduljee Cooper second lane.

For further particulars apply at the office of the undersigned, 9, Hummum Street, Fort.

HEERALALL & Co.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India, and in the matter of MANOJEE RUTTONJEE JEELA, an insolvent trader.

Upon reading the Petition of the abovenamed Trader, and hearing Mr. Macfarlane, of the firm of Messrs. Macfarlane and Skipsey, Solicitors for the said trader, I do order that the said trader be discharged under the provisions contained in Sections 23 and 24 of Act XXVIII. of 1865, unless good cause be shown to the contrary by the Creditors on the 11th day of March next, in the Chamber of the sitting Judge, at half past ten A.M.; and that this order be advertised in the "Bombay Government Gazette," the "Bombay Gazette," the "Times of India," and in two of the vernacular Newspapers published in Bombay.—Dated this 26th day of February 1870.

L. H. BAYLEY.

MACFARLANE & SKIPSEY,
Solicitors for the Insolvent Trader.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India and of the Estate of HORMUSJEE DHUNJEEBHOY DHUNJEEBHOY.

Upon reading the Petition of the abovenamed trader, Hormusjee Dhunjeebhoy Gheesta, and hearing Messrs. Da Isa and Lynch, Attorneys for the said trader, I do order that the said Attorneys for the said trader, I do order that the said trader be discharged under the provisions contained in Sections 23 and 24 of Act XXVIII. of 1865, unless any good and sufficient cause be shown to the contrary on the 18th day of March next, before the sitting Judge in the Chambers in the Court-house, at a quarter to 11 o'clock in the forenoon; and further, that this order be once advertised in the "Bombay Government Gazette," and twice in the "Bombay Gazette," the "Times of India," the "Bombay Summachar," and the "Bombay Jam-i-Jamshed."—Dated this 26th day of February 1870.

L. H. BAYLEY.

DALLAS & LYNCH,
Attorneys for the Trader.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India, and in the matter of MUNGESH PANDOORUNG and VINAECK PANDOORUNG, lately trading under the name and firm of MUNGESH PANDOORUNG, in Bombay.

Upon reading the Order dated the Twelfth day of February instant, and the Advertisements in the "Times of India," "Bombay Gazette," "Bombay Summachar," and the "Bombay Government Gazette" of the Seventeenth February instant, respectively, hereunto annexed, and reading the certificate of the Trustees of the abovementioned Estate and Sections 23 and 24 of Act XXVIII of 1865, and hearing Mr. Lynch of the firm of Messrs Dallas and Lynch, Attornies for the said traders, and no cause being shown to the contrary, I do order that the abovenamed traders Mungesh Pandoorung and Vinaeck Pandoorung, be discharged pursuant to the said Sections 23 and 24 of the said Act XXVIII of 1865.—Dated this 26th day of February 1870.

L. H. BAYLEY.

DALLAS & LYNCH,
Attorneys for the Traders.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co.,
WINE MERCHANTS,
TO
HER MAJESTY THE QUEEN
HIS ROYAL HIGHNESS THE PRINCE OF WALES.
AND
THE PRINCIPAL LONDON CLUBS.

DEAN LANE—BOMBAY.
Established in Bombay in the Year 1842, and in London and Bordeaux 1815.

LONDON HOUSES	Wholesale and for Export only—Towe Bonded Vaults, Retail—Charing Cross Railway Arches.
BORDEAUX HOUSE	Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN ALL PARTS OF THE WORLD.

WE respectfully solicit a continuance of the support of MESSRS. GENERAL MERCHANTS, and EUROPEAN RESIDENTS in WESTERN INDIA, to whom, from the position we occupy on the market we are enabled to offer better value than our competitors in Bombay.

To Merchants and General Dealers our Terms will be found most liberal both with regard to Credit and Discounts.

Detailed particulars will be afforded at our Offices in Dean Lane.

CLARETS.

	Qts. per doz.	Pts. per doz.
1—Chateau Layous, or Mouton, Gold Capsule, Labelled & Branded	Rs. 30 0	Rs. 16 0
Chateau Rausan, Black capsule,	„ 32 0	„ 14 0
Chateau Lirouille, Blue capsule,	„ 22 0	„ 12 0
Chateau Palmer, Blue capsule,	„ 22 0	„ 12 0
Chateau Larose, Yellow capsule,	„ 18 8	„ 10 8
St. Julien, Green capsule,	„ 17 0	„ 10 0
Medoc, (Cantenac) Red capsule	„ 15 8	„ 9 0
Medoc, White capsule,	„ 13 8	„ ...
Sauterne, Red capsule,	„ 22 0	„ 12 0

BURGUNDIES—RED OR WHITE.

Chambertin, Labelled and Branded	Rs. 32 0	Rs. 17 0
Nuits, ditto	„ 26 0	...
Macon, ditto	„ 21 0	...
Chablis, ditto	„ 22 0	...

DRY CHAMPAGNES.

Magnums, Finest Dry	Labelled	Rs. 74 0
Finest Dry Sparkling, Gold Foil,	„	„ 36 0 Rs. 19 8
Fine Sparkling, Silver foil	„	„ 32 0 „ 17 8
Good Sparkling, do.	„	„ 27 0 „ 14 0
for Ball purposes		

GERMAN WINES.

Nonpareil Sparkling Hock and Moselle, Gold foil,			
Labelled and Branded	Rs. 36	19	8
Sparkling Hock and Muscatel Moselle, Silver foil	„ 32	17	8
Moselle. Still, Braunberger	„ 25	...	
Hock, „ Johannisberger	„ 42	17	0
„ „ Marcobrunner	„ 34	...	
„ „ Forster Traminer	„ 34	...	
„ „ Rudesheimer	„ 28	14	0
„ „ Hochheimer	„ 23	12	8

SHERRIES.

Amontillado, very choice and superior	Rs. 32	0
Amoroso, very choice, full flavoured, soft, pale	„ 28	0
Sherry, Gilbey seal, full bodied, light gold colour, nutty and dry	„ 22	0
do. Blue seal, extra pale, and dry and delicate	„ 22	0
do. Rich seal, very pale, dry and delicate	„ 22	0
do. Yellow seal, pale and dry, an excellent Dinner Wine	„ 18	8
do. White seal, an ordinary Dinner Wine	„ 15	8
Marsala, Virgin Pale	„ 15	8
East India Madeira, (one voyage) very choice	„ 33	0

PORTS.

	Qts.	Pts.
A 1.—Old Crusted, choice	Rs. 36	0
A 1 Gold seal, an invalid's Wine, full & fruity	„ 30	0
Rich seal, a Desert Wine—mature	„ 24	8 14 0
Red seal—a good quality Wine	„ 18	0 ...

SPIRITS.

Cognac, superior, very Old Pale Black capsule	Rs. 32
Cognac, superior, Old Pale Yellow capsule	„ 28
Cognac, Pale, White capsule	„ 25
Rum, Superior Old Jamaica, 1st quality	„ 22
Rum, Good Jamaica, 2nd quality	„ 17
Whisky, 1st quality, Irish	„ 23
„ Scotch...	„ 21
Geneva, in flasks (1 dozen in a case)	„ 21

LIQUEURS,

The finest: cheap French or English imitations we do not ship.

	Qts.	Pts.
Curacao, finest; Amsterdam, Orange or White	Rs. 40	22 0
Maraschino di Zara,	„ 40	22 0
Cherry Brandy, best Copenhagen	„ 30	16 0
Orange Bitters (de Gheesta, be careful to ask for Chambers	„ 20	...

We take shipping orders for wines in wood.

CLARETS, at from £10 (advancing £5 per Hhd.) to £100 in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS, and other Spirits according to age, at per Gallon.

CUTLER, PALMER & Co.,
DEAN LANE, BOMBAY.

FOR SALE, at the Godowns of the undersigned, a consignment of superior CHAMPAGNE, "RUBIS" or "GRAND VIN de CABINET," manufactured by the known House of Jaques Goerg & Co., of Chalons.

This is the second consignment we received after a lapse of four years, the first consignment was universally approved. Price per doz. quarts Rs. 36.

Also few cases of celebrated Champagne by Dinet Preuvrel and fils, a Avize Prize Medaille d'or at the Exposition of 1865.

Price per doz. quarts Rs. 28.
„ „ pints „ 15.

Tamarind Lane, No. 6. B. N. FRAMJEE & Co.

BUNEVIALLE and SIBILLE, WINE AND GENERAL COMMISSION AGENCY,
1 Oak Lane, Fort.

Bordeaux (a sound Breakfast Wine	per doz. qts	Rs.	8 0
Do	„ qts	„	9 0
Do (old)	„ qts	„	10 8
Do do	„ pts	„	6 8
St. Estephé Medoc (recommended)	„ qts	„	12 0
St. Julien do	„ qts	„	13 0
Do do	„ pts	„	7 8
High Wines from	Rs. 14 to		30 0
Sherries from	„ 16 to		24 0

BRANDY.

Hennessy's 3 Stars * * *	per doz.	Rs.	30 0
Do 2 do * *	„	„	25 0
Do 1 do *	„	„	22 0
Martell's	„	„	23 0

CHAMPAGNE.

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

SATURDAY AFTERNOON.

Market firm. Inquiries for Colabas, Elphinstones and Back Bays continue at Rs. 1,540, 1,030 and 550, respectively.

CALCUTTA.

(From Toulmin & Co.'s Weekly Circular, Feb. 21.)

Shellac.—Supplies of Shellac are perhaps not aware that Button-lac can be made out of American Rosin and Lac mixed in the proportion of 75o/o of the former to 25o/o of the latter, and that this mixture can be manufactured to a profit at Rs. 12 per maund; such being the case, it is not improbable that, notwithstanding the failure in the crop of Stick-lac, the exports of shellac for the current year may keep pace with the heavy shipments of last year, for the supply of Rosin is unlimited. It is not so easy to adulterate Lacdye unless it be in the lower qualities, which for many years past have been systematically mixed with mud, still it is much to be regretted that of late some of the best marks have been delivered for shipment in a damp state, containing as much as 8 to 10o/o of moisture, whereas well dried Lacdye ought not to hold more than 3o/o of moisture at the utmost.

Exchange on London.—Has not altered materially during the week, although the tendency has been to lower rates; quotations same as last Mail.

Freights.—To Great Britain have continued quite inactive all week, there being only a very limited enquiry for tonnage in consequence of the serious scarcity of Produce both on the spot and in the Interior, as well as from the high prices ruling for all the staples of export, which, as a matter of course, cannot be expected to go lower so long as supplies continue scarce, and, as if to complete the almost stagnation of business, nearly all the articles exported from here, are now quoted lower in the London market. For weeks past this Circular has drawn attention to the unprecedented small stocks of Produce in the Calcutta Bazars, as well as the reported exhaustion of last year's crops in the interior, but the real position of affairs is still worse than has yet been thought of, and stocks continue to diminish from week to week, and no improvement can be expected until the year's Seed crops come forward six or eight weeks hence. The unfixed tonnage in Port h as again increased during the week from 15 to 19,000 tons.

MILITARY.

ARRIVALS.—February 26.

Harrison, Captain, Bengal Army, on sick leave, from Pertabgurh, Oudh.
Mortimer, Captain, 60th Rifles, on duty, from Bangalore.
Clifford, Mr, Superintendent Army School, on duty, from Jacobabad.
Clarke, Lieutenant, 26th Cameronians, on leave, from Deolalee.
Johnson, Lieutenant, Royal Artillery, on leave, from Poona.
Durnard, Veterinary Surgeon, Royal Artillery, on leave, from Poona.
Sadleir, Captain, Royal Artillery, on leave, from Poona.
Sparks, Lieutenant, Bengal Staff Corps, on sick leave, from Morar
Harris, Captain, Royal Horse Artillery, on leave, from Ahmednuggur.
Dyer, Lieutenant, 5th Fusiliers, on leave, from ——
Blake, Assistant Surgeon, British Medical Staff, on sick leave, from Mean Meer.
Morton, Assistant Surgeon, 2nd Belooch Regiment, on leave, from Kurrachee.

DEPARTURES.—February 26.

Fraser, Major, Madras Staff, on duty, to ——
Manson, Lieutenant, the Royal Regiment, on duty, to Cannanore.
Hamilton, Lieutenant, 5th Regiment M N I, on leave, to England.
Clifford, Mr., Supt Army Schools, on duty, to Poona.
Playfair, Captain, Hyderabad Contingent, on duty, to Ellichpoor.
Harris, Capt, Royal Horse Arty, from leave, to Ahmednuggur.
Harrison, Captain, Bengal Army, on medical certificate, to England.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Adjutant General's Office, Head Quarters, Poona, 26th Feb. 1870.

The undermentioned officers have obtained leave of absence:—

Royal Artillery—Veterinary Surgeon J B Hall, (8th Brigade) to England, overland, from date of embarkation, to appear before a medical board.

Lieutenant-Colonel F B Goldard, (8th Brigade), from date of departure, for six months in India on private affairs.

Ordnance Department—Acting Sub-Conductor G Penstone, to Poona, from the 16th February to the 16th April next, on medical certificate.

15th Hussars—Lieutenant M C Brown, from the 14th instant, to the 14th of proximo, on private affairs, pending the retirement from the service.

GENERAL ORDERS BY THE LIEUTENANT-GOVERNOR, NORTH-WESTERN PROVINCES.

(*Government Gazette, N. W. Provinces*, Feb. 23.)

Three months' privilege leave of absence is granted to Major the Hon'ble William Murray Fraser, District Superintendent of Police, Humeerpore, with effect from the 3rd March or subsequent date.

The services of Mr. John Stanley McGowan, Collector of Customs, Jhansie, are placed at the disposal of the Chief Commissioner of the Central Provinces, for appointment to Saugor.

Mr. Swinton Samuel Melville is appointed to officiate as Magistrate and Collector of Hissar, during the absence on leave of Mr. Edward Beasley Thornhill, or until further orders.

The service of Sergeon Gilbert Bethune Hadow are [illegible] at the disposal of the Government of India, in the Military Department, with effect from the 1st of June, 1869.

Fifteen months' leave of absence to Europe, on medical certificate, together with thirty-six days' preparatory leave is granted to Mr. John Frederick Goldings, Principal of the Ajmere College, with effect from the 2nd March or subsequent date.

G. O. dated the 7th instant, transferring Mr. Charles Donovan, Assistant Magistrate and Collector at Moozuffernuggur to Jounpore, is hereby cancelled.

The Reverend William Spencer, B.D., is appointed to be Chaplain of Mussoorie and Dehra, with effect from the 10th January.

Assistant Surgeon Charles Ratchell, officiating Civil Surgeon of Boolundshahur, is confirmed in that appointment, with effect from the date on which he took charge.

The following distribution of Forest officers in these Provinces is notified for general information:—

2nd Class Deputy Conservators.

Lieutenant-Colonel F. W. Bengh, Kamaon and Gurhwal—Office Almorah.

Mr. R. P. Colvin, the Doon, but temporarily attached to Conservator's Office, Nynee Tal.

3rd Class Deputy Conservator.

Mr. J. O'Callaghan, Bhagearuthee Division—Office Mussoorie.

1st Class Assistant Conservator.

Dr. G. King, Dehra Doon—Office Dehra.

2nd Class Assistant Conservators.

Mr. W. Brereton, Gurhwal—Office Nynee Tal.

Mr. G. Greig, Kumaon—Office Nynee Tal.

3rd Class Assistant Conservators.

Mr. Alan Grant, Survey Department—Office Dehra.

Captain Murray, Jounpur—Office Chuckrata.

Mr. W. F. Thomas (Officiating Assistant Conservator), Goruckpore—Office Goruckpore.

Mr. R. Battie, Civil Engineer Jalonn District, and Mr. F. F. Hall, Civil Engineer Cawnpore District, are transferred in the same capacity to the Banda and Jalonn districts respectively.

SHIPPING.

ARRIVALS.

Feb.	Vessel.	Commander.	From.
26	Basheer (s)	Hutcheson	Bussorah, Feb. 11.
	M. S. Elphinstone (s)	Dupuy	Goa, Feb. 24.
	Fire Queen (s)	Day	Liverpool (via Suez Canal), Jan. 13.
	River Krishna	Rice	London, Nov. 11.
27	Orissa (s)	Anderson	Hongkong, Feb. 8.
	Columbian (s)	Hyde	Suez, Feb. 13.

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
26	Amanda	Pelet	Cocoanada.
	Tara	Bengstrom	Rangoon.
	Rohilla	Dougall	London via Havre.
	Mia Mee	Robinson	Rangoon.
	Asiatic	Selkirk	Cochin.
	China (s)	Stewart	Aden and Suez.
	Lord Clyde (s)	Kingeome	Malabar Coast.

The following vessels obtained their port clearance on Saturday last—

Ship Cawtley, Smith, for Cocanada.
Ship Tangier, McNabb, to Rangoon.

The following vessels began to load on Saturday last—

Ship Amy Warwick, Singapore, Siam and Penang.
Ship Lord Clyde, to Coast and Calcutta.
Steamer Sir J. le Gamac, to Gogo and Bhownuggur.
Steamer Mountstuart Elphinstone, to Coast and Goa.

THE HOOGHLY.

ARRIVALS.

Feb.			
21	Euphrates (s)	Sharp	Bombay, Feb 1
	Portia	Quilue	London, Nov 7
	City of Delhi	Gordon	London, Nov 15
	Candahar	Masop	Liverpool, Nov 9
	Khersonese	Ellison	London, Oct 29.

DEPARTURES.

Feb.			
21	Caroline	——	——
	Nesmith	——	——
	Calcutta Merchant	——	——
	Escort	——	——

Passengers arrived at the Hooghly on February 21st, per Euphrates—Mr Arbuthnot, Mr and Mrs Simkins, Dr Dugall, Mr Rubeck, Mr McLeod, Mr and Mrs McSwinny, 2 Sisters of Mercy.

Passenger arrived per City of Delhi—C W Persey.

MADRAS.

ARRIVALS.

Feb.			
15	Spackler	Calder	Liverpool
	Mooltan (s)	Beasley	Calcutta
20	Godavery (P S)	DeGirard	Calcutta

DEPARTURES.

Feb.			
20	Mooltan (s)	——	Galle
	Godavery (P S)	DeGirard	Galle.

Passenger arrived at Madras on February 20th, per P S Godavery—From Suez—Colonel Hoperan.

Passengers sailed from Madras on February 20th, per P and O S N Company's steam ship Mooltan—From Madras to Southampton—Colonel Kenny, Mrs Dopps, 2 children, infant and European servant, Captain E F H Armstrong, Mrs. Armstrong, child, infant and European servant, Mrs Bierson Arbuthnot, 1 child, 3 European servants.

From Galle—Captain A Curtois, Mr Alexander D Campbell, Mr Campbell, Mrs A J Arbuthnot and European servant, Mr Hodgson.

From Suez—Colonel J W Rutherford.

From Brindisi—Mr J W Williams, and Mr Percy Gough.

From King George's Sound—Mr James Anderson.

From Aden—The Hon'ble W R Arbuthnot.

Passengers sailed from Madras on February 20th per P S [illegible] For Calcutta—Mrs de Vecchj and Mr Flury.

HARVEY'S NATIONAL CIRCUS, ON THE ESPLANADE.

CHANGE OF PROGRAMME.

TO-NIGHT,
MONDAY EVENING, 28TH FEBRUARY.

ANOTHER SPLENDID PERFORMANCE BY
THE GREAT EQUESTRIAN, ACROBATIC, AND GYMNASTIC TROUPE.

THE GLORIOUS HENRIQUES IN HER IMMENSE BALLOON ACT,
Leaping through 12 consecutive Balloons.

THE LUPROIL BROTHERS IN NEW SENSATIONAL FEATS ON HORIZONTOLITE AND HIGH TRAPEZE;
Decidedly the greatest Gymnasts of the Period.

Mr. FRANK STEBBIN AND HIS WONDERFUL CHILDREN, FRANCIS AND JOHNNY,
In a New and Graceful Act, entitled,
"PAR ACROBATIQUES."

THE EDUCATED HORSE "GREY LEG"
Will perform, executing his wonderful EQUINE GIRATIONS.

THE GREAT DOUBLE SOMMERSAULT
will be repeated by the ELDEST LUPROIL.
HENDERSON, PETTINGILL, WILSON, and THE ENTIRE COMPANY.

Mr. HARVEY has the honour to announce to Native Gentlemen, Residents and Visitors, that he is prepared to give Private Entertainments, either at the Circus or at their Residences. For terms apply to SOUNDY and Co.

This grand COMBINATION of TALENT will appear under a NEW and SPACIOUS PAVILION, brilliantly illuminated, comfortably seated, and capable of seating three thousand persons.

Family Boxes and Reserved Seats can be engaged from Messrs. SOUNDY & Co.

PRICES OF ADMISSION.

Family Box, containing five Chairs	Rs. 20
Reserved Seat in Box	5
Dress Circle	4
Stalls	2
Pit	1

Doors open at 8-15; Performance commencing at 9 o'clock. Carriages may be ordered at 11 o'clock

EQUESTRIAN DIRECTOR ..... Mr. FRANK STEBBIN.
MANAGER AND PROPRIETOR ..... Mr E H HARVEY.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

CAMPBELL—February 26th, at Malabar Hill, the wife of John Campbell, Esq., of a son.

BENGAL.

MARRIAGE.

GILLESPIE—TASKER—February 21st, at St. Paul's Cathedral, Calcutta, Alexander Gillespie, Captain R. A., to Annie, only daughter of the late J. M. Tasker, Esq., Upholland, Lancashire.

MADRAS.

BIRTHS.

HYSLOP—February 7th, at Bimlipatam, the wife of Archibald Hyslop, Esq., of a son.

TAYLOR—February 20th, at Coonoor, the Lady of Lieutenant-Colonel C. W. Taylor, Staff Corps, of a daughter.

MARRIAGES.

SIMSON—FRASER—February 15th, at St. Thomas' Church Cocoanada, by the Right Rev. the Bishop of Madras, assisted by his domestic chaplain, the Rev. O. Dene, Arthur Theodore Simson, Esq., of Cocoanada, to Jane Anne Catherine, youngest daughter of James Fraser, Esq., Madras Civil Service.

TAYLOR—PEERING—February 19th, at Trinity Church, Bangalore, by the Rev. Dr. Murphy, William Thomas Taylor, Esq., Manager Agra Bank, Madras, to Adela Louisa, only daughter of the late Hon'ble Jackson Perring, Recorder of Ceylon, and niece of the late Sir John Perring, Bart, Co. Devon.

DEATHS.

PAPELL—February 21st, at Madras, Mary Ann Papell, relict of the late John Samuel Papell, Esq., aged 90 years.

PLOWDEN—February 7th, at Palamcottah, Maria Augusta Plowden, widow of the late Major Francis Edmond Plowden, 26th Regiment M. N. I.

NORTH-WEST PROVINCES, &c.

MARRIAGE.

STOGDON—YOUNGHUSBAND—February 15th, at Goorgaon, near Delhi, by the Rev. Dr. Wharton Rotton, assisted by the Rev. D. P. Williams, A. W. Stogdon, Esq., Bengal Civil Service, to Fanny Maria, eldest daughter of the late Major-General Younghusband.

DEATH.

WATERS—February 17th, at Shahjehanpore, Thomas Pain Waters, late Lieutenant in 52nd and 37th Regiments, aged 27 years.

BOMBAY PHILHARMONIC SOCIETY.—Until further NOTICE the usual CHORAL PRACTISES will be HELD on TUESDAYS, instead of WEDNESDAY evenings, in the Town Hall, at a quarter past 5 P.M.

ALFRED WAKE,
Honorary Secretary.

The Bombay Gazette

MONDAY, FEBRUARY 28, 1870.

We revert to a subject to which we recently drew attention—the steady and insidious aggressions of Persia on the petty states of Western Mekran. An actual state of war exists, which affects prejudicially our interests in that country. Why are we to sit by with our arms folded? Who is mainly responsible for this supineness and neglect of our interests? We cannot believe that our able diplomatic agents have not their eyes open, or that they have not made such representations as were necessary to the local Government. Nor do we believe the latter authority is indifferent or neutral, but simply powerless in the matter. It is the Bombay Government that has pushed our influence to the westward, by means of the land telegraph through Mekran, and has also occupied an important position at Angaum or Henjam Island, at the entrance of the Persian Gulf. Colonel Pelly, in his last despatch, draws attention to the importance of this position. This island, lying at the entrance of the Gulf, with a commodious and safe harbour, gives us a convenient coal depôt and command of that sea, which is of greatly increased importance since the opening of the Suez Canal, as doubtless all countries will be soon eager to gain a footing there. If our occupation only prevents another power from seizing the island, something is gained, as in the case of Perim. We understand the Turks are already attempting to establish a position on the opposite or Arabian side of the entrance, and that the visit of a high functionary now in Bombay is connected with the matter. We hear, but cannot believe, that the Supreme Government has ordered our occupation of Henjam to cease.

A most valuable paper on Mekran was published in the Bombay Geographical Society's Transactions, Vol. XVIII, from the pen of Major Ross, and written in 1865. It is accompanied by an original map, and shows clearly the state of affairs, and the divisions and feuds among the various petty states which have facilitated their absorption. Even at the time, he says, the provinces westward of Kej "may be described as Persian Mekran, as, with the exception of a portion of the coast about Charbar, *the whole of this division of Mekran* is now paying tribute to Persia." Here we will interrupt Major Ross. The exception named, namely, Charbar, no longer exists. Last year Sirdar Ibrahim Khan of Bampoor paid a *visit* to that place, received the submission of the inhabitants and levied tribute. No notice of this appears to have been taken.

Bunpoor is the western province. Originally a province of what has been called Federal Mekran, it probably early assumed a separate independence, and took no part in the Boleidee and Gaitchkee struggles. The predatory incursions of its rulers into Persian territory resulted in its forcible annexation to that kingdom. It is now governed by a Persian, named Ibrahim Khan, whose authority also extends over all "Persian Mekran."

Dizak.—A descendant of the old rulers is still chief in this province, but governs entirely as a creature of Persia. A Persian army captured the fort of Dizak in 1734, but it was not permanently held then. In recent times Persia has asserted its authority over this district. One Chief held out against Persian forces in the fort of Zerokhaban within the last two years, but was eventually slain, and the fort captured.

Kej was for years the scene of Boleidee and Gaitchkee struggles. The former finally held their own, but within the last fifteen years or so the chiefs of Gaih have also become tributary to Persia. The policy of the latter Government in these provinces seems to be to have the hereditary chiefs in power wherever consistent with its own interests. The present chief, Meer Abdullah, is not the hereditary chief, but acquired a title to Gaih by marriage with the Boleidee heiress, and was confirmed by the Persian Government, which thus secured a Naib well affected to its interests; as were it not for fear of Persia there would be many to challenge his title. Meer Abdullah is himself a Gaitchkee by descent, but his mother was Boleidee. Baho and Dushtyaree are districts of Gaih, their subordinate chiefs are at present the Ludgals. Mahomed Ali and Deen Mahomed, who are entirely under Meer Abdullah's power, but are very dissatisfied with existing arrangements.

Sirbaz and *Kussurkund*, after having been alternately possessed by Boleidee and Gaitchkee, are now united under a Boleidee governor, Sheik Abdullah, who pays unwilling tribute to Persia. Thus by reason mainly of their internal dissensions, and predatory propensities, the Beloochees of Western Mekran have become subject to a yoke they hate. It is different with the people of Eastern Mekran which owns the sway of the Khan of Khelat. He, like themselves, bears the name of Belooch, and his authority is cheerfully acquiesced in, and his name mentioned with respect. With a little wisdom or patriotism in their chiefs, the people of the western provinces might have shared the same fortune, and all Belochistan united under the Khan would have been safe from Persian aggression.

Since the above highly significant lines were penned, it is probable that the districts of Baho and Dushtyari have shared the fate of the others.

We repeat that Kej is in imminent danger, so is also the Gwadur territory. A glance at Major Ross's map and a perusal of the memoir shew that an advance along the fertile valley of Kej, *parallel to the sea*, to Beyla is easy and inviting, the only difficulty being the Lak or pass which is not formidable. At Beyla all is just now anarchy and confusion, and there is no power in the country to prevent the Persians, once masters of Kej, from pushing their frontier up to the Lak, and threatening an irruption into Beyla at any convenient opportunity.

At some point we must make a stand, and say to Persia "Thus far." The practical question is, where shall it be? At what point will it be most advantageous to interpose? Is not the time *now*, when by a timely aid we can interpose another hundred miles of friendly and grateful people between our frontiers, and hers? A small matter would probably suffice—perhaps diplomacy would be enough, but we doubt whether the remedy would be sufficiently prompt. The Persians would only amuse us with promises until it was too late to interfere. With regard to Gwadur, we need not insist on its importance as the sea-port of Mekran, especially since the trade of Sonmeanee has been transferred to Kurrachee. It is now temporarily isolated from Muscat, being at present held by a member of the exiled family of Seyd, who proclaims his independence, but is entirely without means of resisting any attack from any quarter.

The s. s. Waverley, from Liverpool via the Suez Canal, arrived at Madras on the 21st instant, after a passage of 39 days. She passed through the canal with perfect ease, as might have been expected from her draught—14 feet.

We learn that H. E. the Viceroy, who had at first settled to meet the Resident of Hyderabad and Sir Salar Jung at their encampment at Akola on the 3rd March, has now postponed his arrival there until the 4th March. He will visit Khangaum on the next day.

The Madras Government has intimated its opinion that the time has arrived for the local Municipality to assist in providing funds for the purpose of working the Contagious Diseases Act, and stated that such assistance will have to be afforded after the 1st July next.

"We are glad to learn from unimpeachable authority," says the "Army and Navy Gazette" of Feb. 5, "that Lord Napier of Magdala, before accepting the command-in-chief, took steps to record officially at the India Office his entire disapproval of the proposed reduction of the European regiments stationed in India."

The "Delhi Gazette's" Cabul correspondent says that the Ameer Shere Ali has informed his sirdars that he intends to appoint the Sirdar Abdoola Jan (the boy who accompanied him to the Umballa Durbar) his heir apparent. Yakoob Ali Khan is said to be discontented in consequence.

A telegram has been received in Madras stating that although the date had not been fixed, the Duke of Edinburgh would probably leave Bombay for Madras via Beypore about the 16th proximo. As the Duke goes to the Neilgherry Hills first, his visit to the city of Madras will fall pretty near the end of the month.

Of the three Kattyawar chiefs who intended to be present at the reception of H. R. H. the Duke of Edinburgh, one of them, the Nawab of Joonaghur, has, we hear, at the last moment expressed his inability, on the plea of illness. The Political Agent of Kattyawar will therefore come accompanied by H. H. the Jam and the Rajah of Drangdra.

It is understood, says the "Overland Mail" of the 5th instant, that immediately after the meeting of Parliament Mr. Candlish, who was chairman of the committee appointed by the House of Commons to inquire into the expenses of the Abyssinian expedition, will move for the re-appointment of the committee, when additional evidence will be called in reference to the transport service and the cost of coals.

We learn from a correspondent in Egypt that Captain Richards (Hydrographer) and Lieut.-Col. Clarke, (Director of Engineering and Architectural Works), of the Admiralty, have returned to England after making a most favorable report to their department on the Canal. They recommend that the troops should pass through the canal, and they calculate that four months' work will produce a uniform depth of 24 feet—when any of the transports can go through.

The Viceregal pigsticking party who left Calcutta on Sunday evening, Feb. 20, in the "Sir W. Peel," with the Viceroy's barge in tow, returned to town on the morning of the 22nd. The ground selected was about six miles up the Damoodah river, opposite Diamond Harbour. Six pigs were killed, but an unexpected visitor in the shape of a tiger was not hunted, although he showed himself in a position from which he might have been easily driven. Discretion was considered the better part of valour.

We observe an announcement of the death at Hyères, near Toulon, on the 27th January, of the Hon'ble William Roberts, C.S., Puisne Judge of the High Court, N. W. P. It was apprehended that he was delaying perilously to quit the country last hot weather, and he reached England in a state of great prostration. For some time, however, after his arrival he seemed to improve, but the early inclemency of the autumn brought on bronchitis and aggravated the lung disease under which he had long been labouring. He was ordered to the south of France, but his malady had gone too far, and he sank slowly, breathing his last at the place last date mentioned.

Our Kattyawar correspondent, writing on the 22nd Feb., says,—"Four leading and active members of the Gondul clique, namely, Hurjeevun Duvey, one of his sons Madhowjee, Lulloo (schoolmaster), and Shevukram (fouzdar,) have been brought into Rajcote as prisoners, on charges of a most serious nature in connection with the recent alleged lavish expenditure by the Gondul State. Colonel Law, 1st Political Assistant, and Mr. Kristuajee Luxmon, Personal Assistant, were deputed to Gondul last week to enquire into certain alleged irregularities and arrange temporarily for some system of administration, and the result has been the detection of the above-named men as implicated in serious peculations. Another member of this gang will no doubt be shortly laid hold of. I hear Colonel Parr who was selected as Superintendent of Gondul has declined the appointment. H. H. the Takore of Bhownuggur has been pronounced out of danger and is in a fair way of being restored to perfect health."

THE GREAT EASTERN'S PROGRESS.

ARRIVAL AT ADEN.

Saturday's report was as follows:—

"Noon, 26th February, Latitude 12 deg. 47 min. N.; Longitude 43 deg. 55 min. E.; distance run since yesterday, 167 knots. All well. Distance from Aden 45 miles."

And at night the following telegram was received:—

"Shall lay shore end to-morrow (Sunday) and complete communication."

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 22ND FEB.

Government have introduced a bill for the amalgamation of the Law Courts.

FRANCE.

The trial of Prince Pierre Bonaparte will commence at Tours on the 21st of March.

The French Ministry have urged the postponement of the decision regarding the question of infallibility.

Earl Derby has declined the invitation of the Conservative Peers to assume their leadership.

THE ARMY AND NAVY ESTIMATES.

The Army Estimates show a diminution of £1,136,900 sterling and 12,000 men, and the Navy Estimates a diminution of £746,000 sterling and 2,000 seamen.

OBITUARY.

The Bishop of Chichester is dead.

LONDON, 23RD FEB.

The ironclad Abyssinia has been successfully launched.

Mr. Disraeli is now convalescent.

FRANCE.

An important debate has taken place in the French Chambers on home policy. M. Favre blamed the Ministry for the less tolerant and personal system which he said had superseded that previously in force, and he advocated a dissolution. Count Daru replied vindicating the liberalist Ministry. The Chamber passed a vote of confidence in the Ministry by 236 votes against 18.

THE SUEZ CANAL.

Appended is a list we have received from Egypt of the vessels that passed through the Canal from the Mediterranean side between the 13th January and the 8th February:—

William Miller (English s.s.) London to Hongkong, Jan. 15.
Marietta (Austrian) Trieste to Aden, Jan. 21.
Shepperton (English s.s.) Newcastle to Bombay, Jan. 23.
Woodham (do) ditto, do.
Calypso (do) ditto, Jan. 25.
Arrow s.s. (of Trinity House office) Penzance to Point de Galle, Jan. 28.
Afrique (French s.s.) Marseilles to Bombay, Jan. 29.
Waverley (English s.s.) Liverpool to Calcutta, Jan. 30.
Newport (English Govt. s.s.) Alexandria to Suez, Jan. 31
Fire Queen (English s.s.) Liverpool to Bombay, Feb. 1.
Ebro (Spanish s.s.) Barcelona to Bombay, Feb. 2.
Shantung (English s.s.) Glasgow to Singapore, Feb. 3.
Leverington (do) Trieste to Bombay, Feb. 3.
Apis (Austrian Lloyd's s.s.) Trieste to Bombay, Feb. 6.
Gaffarieh s.s. (Egyptian man-of-war) Alexandria to Suakim, Feb. 6.
Chu-Kiang (English s.s.) London to Penang, Feb. 7.
Retimo (Turkish yacht) Constantinople to Aden, Feb. 7.

THE FANCY DRESS BALL.

It was probably a daring thing to give a Fancy Dress Ball in Bombay, but the value of Danton's watchword has once more been put to the test and has again held good. Brilliant success has rewarded the moral courage of Mrs. Tucker; the Fancy Dress Ball given by herself and the Honourable Mr. Tucker on Thursday last must have surpassed all expectation; and competent judges, who shared in both, say it was not inferior to the Viceregal entertainment at Calcutta, except in one respect—that of numbers. In quality it was quite the equal of the Bengal display. In regard to quantity it was most fortunate—for there were enough to fill the rooms without obstructing the dancers or marring the picturesque beauties of the scene as a *spectacle*. The large saloon in the house of Mr. Dinshaw Manockjee Petit was just suited to the occasion, since the pillars formed a framework for the gracefully moving and variously tinted crowd. The light also was abundant, and the fringe or border of ladies and gentlemen who did not dance or were not dancing was a pleasing ornament to the central and shifting groupes. It is always a delicate and often invidious task to treat a performance of this sort in detail; yet to say in general terms that the dresses were fresh and mostly in excellent taste scarcely does justice to the ladies and gentlemen who took so much pains to please themselves and each other. As a rule the real costumes, correctly imitated from some actual garb, were the best and most effective; but very few, if any, attempted to sustain the rôle assumed. Not many tried to disguise themselves, but one or two succeeded admirably and without effort; while the bulk looked like themselves attired in splendid and unusual raiment. But we must remember that this was a private entertainment, and that good taste forbids criticism. A few appeared in a costume somewhat humorously described as "Full dress of a middle gentleman of the nineteenth century;" but they did not the less enjoy themselves and the banquet of beauty, grace and colour so generously provided for them. Some of the native gentlemen present were clothed in antique robes of great taste and magnificence, and all, both ladies and gentlemen, seemed to enter into the spirit of the scene. We need say nothing of the supper, which, of course, was all that a generous host could provide. The thanks of Bombay society are due to the lady who gave them an evening's entertainment so perfect, and so unusual.

The following is the best list we have been able to obtain of the ladies and gentlemen present and in costume:—

H. E. the Governor—A Lord Lieutenant.
The Hon. S. Mansfield.
The Hon. G. P. St. George Tucker.
The Hon'ble Mrs. Tucker—Marquise of the time of Louise Seize.
Mr. Serjeant Atkinson—In the robes of a serjeant-at-law of the 19th century.
Aba Saheb and Bawa Saheb, Chiefs of Sawant Warree.
Mr. F. F. Arbuthnot—Cæsar Borgia.
Miss Ashburner—Lady Rowena.
Miss L. Ashburner—Alice Lee.
Mr. Justice Bayley.
Miss Barr—The White Lady of Avenel.
The Hon'ble A. F. Bellasis—Lord John Bellasis of Worlaby (time of Charles I.)
Rao Bahadoor Bhasker Damodher—Peshwai dress.
Mr. Bal Mungesh Wagle—H. H. the Rajah of Kolapoor.
Mr. C. E. Benn—Charles IX.
Mrs. Benn—A Tyrolese Lady.
Mr. Bellaires—Lord Bacon.
Mr. Baumbach—A Sailor.
Miss Caswell—Portia.
Mr. Arthur Crawford—Marquis of the time of Louis Quinze.
Khan Saheb Cursetjee Rastomjee Thanawalla—H. H. the Gaekwar in a warrior's dress.
Captain Carpendale—Indian Navy uniform.
Mrs. Carpendale—Music.
Mr. H. Cleveland—Friar Lawrence.
Miss Cameron—Rose Bradwardine.
The Hon'ble A. H. Campbell—A Deputy Lieutenant.
Mrs. Campbell—A French lady of the time of Philip Augustus.
Mr. John Connon—A Cazee.
Mr. Cursetjee Rustomjee Cama—A Chief Magi.
Colonel Cahusac—A Gentleman of the time of Queen Elizabeth.
Mrs. Cahusac—Spanish Lady.
Mr. K. M. Chatfield—Courtier of the time of Henry VII.
Mr. R. Crawford—Courtier of the time of Queen Bess.
Major Coles—Monsier Fouché.
Mrs. Coles—Madame Elizabeth.
Miss Coles—Lady of the time of Louis Seize.
Major Davies—Pullman (Scott).
Mrs. Davies—Spanish Lady.
Miss Davies—Ancient Scottish costume.
Miss A. Davies—Lombard peasant.
Mr. Dhirajlal Mathooradass—A Pathan.
Mr. Dossabhoy Framjee—Shapur II. of ancient Sassanian dynasty of Persia.
Mr. J. Dodds—Royal Stuart Highlander.
Mrs. Daniell—Music.
Mr. Doering—Tyrolese costume.
Captain Daniell—Cavalry uniform.
Mrs. Dunsterville—A Marquise of the time of Louis Quinze.
Miss Elphinstone—Electric Telegraph.
Mr. R. Ewing—Rob Roy.
Mr. M. Fitzgerald.
Messrs. Fox and Macpherson—The "Two Gentlemen of Verona."
Mr. Fogzo.
Mr. J. Fry—Faust.
Major Hastings Fraser—A Highland Chief.
Mr. Ferguson—A Postman.
Mr. Ferguson—La Magicienne.
Mr. Fitzgerald—A Sikh Chief.
Mr. Gubbay—Courtier of the time of Charles II.
Mrs. Gubbay—Eleanor, Empress of Austria.
Mr. Sassoon Gubbay—An Arab Bedouin.
Mr. Gill—A Huguenot.
Mr. D. Graham—Master of the Bombay Hunt.
Mr. A. C. Gumpert—German diplomatic uniform, with decorations of Austria, Sweden, and Germany.
Mr. Green—Vicomte de Joyeuse (time of Henri III.)
The Hon'ble Mr. Justice Gibbs—In Modern Court-dress.
Mrs. Gibbs.
Miss Gibbs.
Mr. C Herring—Sir Philip Sidney.
Mrs. Herring—Costume of the time of Louis Quinze.
Mr. W. G. Hall—Mephistopheles.
Mrs. Hall—Marie Antoinette.
Mrs. Harris—Vivandière of the Artillery of the Guard.
Mr. R. V. Hearn—Hamlet.
Mrs. Edward Howard—Marquise Camargo (time of Louis Quinze.)
Mr. Hormusjee Dadabhoy Vakeel—A Pathan, of high military position, in durbar dress.
Dr. Hewlett.
Mr. Hooper.
Captain Hume—Earl of Leicester.
Mrs. Hodgson—Marie Antoinette.
Mr. Hardcastle—Henri Quatre.
Miss Hurst—Madame de Grignan.
Mr. Jardine, C. S.—Nawab of Buddleepoor.
Mr. Khanderao Chimanrao Bedarkar—H. H. the Gaekwar in his state dress.
Mr. Kesowjee Naik—The Rao of Kutch.
Mr. J. Kinloch—Alastair Ian More.
Mr. Kipling—Saint Swithin.
Mrs. Kipling—The Bride of Venice.
Dr. Kiernander—Count of the time of George II.
Mrs. Kiernander—Madame De Grignan.
Dr. Knapp—A man and a Brother.
Mr. R. S. Key—French Nobleman of the time of Charles IX.
Dr. Lumsdaine—Masaniello.
Mr. Tyrrell Leith—Robert Carr, Earl of Somerset (time of James I.)
Dr. Lyon—Soldier of the French Guard (time of Louis Quinze.)
Mr. John Macfarlane—The Duke of Buckingham.
Mr. Edward Morriss—Cavalier of the time of Charles II.
Mrs. Morriss—Lombard peasant.
Mrs. S. McCulloch—Full dress of a middle-aged gentleman.
Mrs. McCulloch—Anne Boleyn.
Mr. Hamilton Maxwell—Marechal de Bassompierre, reign of Henry IV. of France.
Mr. Muncherjee Nowrojee Bunnajee—Prince Hormuz (Sassanian dynasty.)
Mr. and Mrs. Moses—Turkish dress.
Mr. Morarjee Goculdass—a Hermit.
Captain Mackie, 2nd Queen's—Albanian Warrior.
Mr. Manockjee Cursetjee—In blue and gold.
Mr. Marvel—A Spanish Nobleman.
Mrs. Marvel—Princesse de Lamballe.
Mr. Mullock—Zouave.
Captain Mayne—Cavalry uniform.
Mrs. Mayne—Marquise of the time of Louis Quin ze
Mrs. Mayhew—Madame Pompadour.
Mr. Nathan—A Parsee Merchant.
Mr. Narayan Vasudeojee—An Arab merchant of Bagdad.
Mr. and Mrs. W. Nicol—Earl and Countess of Warwick (time of Edward III.)
Mr. Nowrojee Furdoonjee—A Marwarree Merchant.
Miss Orr—La Violette.
Sir Barnes Peacock.
Lady Peacock.
Mr. Pherozeshah M. Mehta—Prince Feroze (Sassanian dynasty.)
Mr. J. B. Peile—Court suit, time of George I.
Mr. Pollock—Pliceman X.
Mr. Robertson, C.S.—Count St. Germain.
Mrs. Reuben—A Parsee Lady.
Mr. Ravenscroft—A diplomatist.
Mr. A. Prier de Soane—a Spanish costume.
Mr. Shantaram Narayen—A Chinese Mandarin of the seventh, in full dress uniform.
The Honourable A. D. Sassoon, C.S.I.—Henry the Fourth.
Mrs. Sassoon—a Turkish dress.
Mr. J. A. Sassoon—Shah of Persia.
Miss Sassoon—Lady of Honour of the time of Louis XIV.
Mr. Silas Sassoon—Parsee Priest or Andaroo.
Mrs. Silas Sassoon—a Parsee Lady or Satanaee.
Mr. A. Steinacker—Court Pierrot of the time of Louis XIV.
Miss Stainburn—Longfellow's "Evangeline."
Sir Charles Sargent—Sir Walter Raleigh.
Mr. F. Souter—Zouave.
Mrs. Souter—Princesse de Lamballe.
Mr. Stuart, R. N.—Tom Bowling.
Mr. Sedgwick—A groom.
Mr. Solomon—Scotch Cavalier of the time of James I.
Captain Stock—Officer of French Guard (time of Louis Quinze.)
Dr. Straker—Sir Walter Raleigh.
Captain Straubenzie, A. D. C.—Rochester.
Mr. Spry—Jeames de la Pluche.
Mrs. Spry—A Water Nymph.
Mr. A. F. Shepherd—A Highland laddie, alias "Cattle-lifter."
Dr. Seward—Full dress of the Medical Staff.
Mrs. Seward—Duchesse d' Orleans.
Captain Trueman—Tonio

been fighting for the Rhine for a thousand years, and the quarrel is not settled yet; and so it may still take a hundred years or more to drive the Turk beyond the Bosphorus."

Rome forms no exception from the general rule that people in Europe have now enough to think of at home, without troubling themselves about foreign politics. The Council which the Pope summoned to give new life to the Church, and make its authority once more supreme throughout Christendom, has only served hitherto to present a spectacle, which all heretics rejoice to see, of the jealousies and dissensions that are rending the bosom of the Roman Catholic Church itself. The policy of the Jesuits, in propounding the doctrine of the Pope's infallibility, has already done infinite mischief to the interests of the Church by rousing the indignant opposition of men who, but for this provocation, would have been content, for the sake of peace, to forbear all discussion on disputed points of doctrine; and it seems unlikely that this opposition will be overcome before it has ended in a fresh schism. Pius IX hoped to crown his reign by establishing the spiritual power of the Popes, now that their temporal power is doomed, on an indestructible basis; but he may live to witness the revolt of all enlightened Catholics from the yoke of the perverse and bigoted obscurantists who rule at Rome.

At home the principal topic of conversation, since the failure of a fresh attempt on the part of the newspapers to kill Dr. Livingstone, and the arrival of a telegram from Bombay reporting the safety of the Great Eastern, has been the laughable breakdown of the regulations for the improvement of London cabs. The cab proprietors have simply pocketed the money they used to pay for licences, and send out exactly the same vehicles as before to ply for hire at the same fares. The better class of cabs that we were promised are nowhere to be seen; and the flag which each cabman is now compelled to carry with the fares legibly inscribed on it is made fun of by all concerned. For one thing, the figures on the flag are not visible at night, when cabs are in most request, as the regulation about lamps is completely ignored; and in the day time it is kept as much out of the way as possible. The Home Secretary may of course effect a great improvement in these respects by insisting on having his orders strictly carried out; but it is now apparent that the public at large will not be much benefited by free trade in cabs. If any four wheelers of a better style than we have been accustomed to are put on the stands, we shall be asked to pay more for using them; and as for the hansoms, they have always been by far the best hired vehicles, for ease and speed, to be found in any capital of Europe.

Lord Cairns resumes the leadership of the Conservatives in the House of Lords, the attempt to bring Lord Salisbury and Mr. Disraeli together again having been given up as desperate, and Lord Derby being too cautious to accept the leadership of a party which will have to find a new programme before it can hope to regain its old ascendancy in the country. The Liberals are, to all appearance, stronger than ever, and able to carry whatever they propose through Parliament. But it is noticeable that in the Southwark election the antagonism between the working-man candidate and Sir Sydney Waterlow (the moderate Liberal) is far more bitter than between the same candidate and the Tory Colonel Beresford. On all the old political questions Mr. Odger and Sir S. Waterlow would probably vote together; but on the new social questions coming up for discussion the Radicals get more sympathy and support from the Tories than from the Whigs. Take the names of the deputation who went up to the Prime Minister yesterday to ask for state aid to emigration, and you will find Tory members of Parliament acting in concert with Mr. Torrens, Mr. Beales, and Mr. Potter. The *Times* of this morning is very angry with Mr. Gladstone for not having told the deputation plainly, as Mr. Lowe would have done, that their reasoning was ridiculous and their application monstrous, and that they should not have a farthing of the public money to spend on any of their childish schemes. According to the leading journal, the Premier's sentimental nature inclines him to sympathize with people whose charitable instincts are stronger than their knowledge of political economy. A little momentary weakness of this sort may, however, be pardoned in the chief of a Ministry of which Mr. Lowe is a member and Mr. Ayrton one of the subordinates. There is no fear that Mr. Mill-stone will be able to reverse the policy so clearly stated last week by Lord Granville, and to grant subsidies to Emigration Aid Societies; and perhaps the Chancellor of the Exchequer might himself be able to do his ungracious duty, as guardian of the public purse, just as well if he could copy Mr. Gladstone's courteous manner, and not think it necessary to snub and unfly every deputation that ventured to approach him with a memorial of which he did not altogether approve.

One point is raised by the *Times* in discussing this question, which hitherto has not attracted the notice it deserves. It is generally assumed that pauperism is on the increase in England, and that the distress among the labouring class a degree removed from pauperism is greater now than it has been in England before within living memory. The *Times* shows by the returns of pauperism that the former assumption is unwarranted by the facts, that the ratio of pauperism to population is rather on the decrease, and consequently that the proportion of paupers is usually far under that of the extent of suffering among the working class generally. There is another matter that too often escapes the attention of platform orators who look only at the figures showing that we have a million paupers in the land. Of the total number of persons in receipt of relief from the poor rates not more than one-fourth are "able-bodied" men and women. The remainder are sick, infirm, or insane grown-up persons, and children of tender age. And even of the "able-bodied" only about 40,000 are men to 160,000 women. Here then we have a proof that of the 22,000,000 of population in England and Wales there are not more than 200,000 (or one in every hundred and ten) able to do work and yet unable to find it. Now, the Emigration Societies only propose to relieve us of the able bodied poor, if indeed they think of taking paupers at all; and it is obvious that the man of ordinary pauperism would remain quite untouched by such a remedy.

In a paper on "The Colonial Question in '870," contributed to the new number of the *Fortnightly Review*, Mr. Herman Merivale suggests the appointment of a Governor General for all our dependencies and "quasi-territorial dominions" in "that division of the world which lies between India and Japan." He points out that "over all this section of the world," in which British influence is immeasurably superior to that of any other nation, "our affairs are conducted, at present, without the slightest attempt at system or unity. The Government of India holds dependencies in the Malay Peninsula. The Colonial office deals with Ceylon, Singapore, Hongkong, and the coast of Borneo. The Foreign Office controls our relations with China and Japan. The Admiralty corresponds with the commanders of our naval force, who keep up the connection between all those points. These departments, as we all know, are practically independent of each other." The suggestion is to have one chief stationed at some central spot, and controlling, under instructions from one department at home, the men who now "represent the nation as consuls in China and Japan," and who would then rank as subordinate governors of the various dependencies. Mr. Merivale seems anxious to create another centralized Indian empire further east, at the time when the current of Indian opinion is setting in favour of a diminution of the absolute power now held by your Viceroy. With regard to the general Colonial question, Mr. Merivale thinks there is nothing to be done now but to try to do away with all the distinctions that make Australians and Canadians feel they are not Englishmen in exactly the same sense as the native inhabitants of these islands. He pronounces against the project of a Colonial Council at home, showing that it could in no respect resemble the Indian Council, and he thinks it impracticable to have representatives of the Colonies in the House of Commons. I have often felt surprised that no one has proposed to distribute a few life peerages among eminent colonists. The distinction would be highly valued; and the opinions given by such men in the House of Lords on Colonial questions would carry great weight with the Ministry. Why should there not be Barons of the English, as well as the Holy Roman Empire?

The *Law Times* states that Mr. Montagu Bere, Q.C., of the Western Circuit, will be your new Judge of the High Court.

Just after closing my letter last week I received from the author a copy of "The Irish Land Question, viewed from an Indian stand point, by a Bombay Civilian;" but, as your readers have probably had enough of the Land Question lately in these letters, I send a notice of the pamphlet in a separate paper.

J. M. M.

MISSIONARIES.

We regret to hear of the death of the Rev. Ebenezer Burgess, formerly missionary of the American Board in Western India. He came out in 1839 and retired finally in 1853, having been resident chiefly in Ahmednuggur. He had in the press, at the time of his death, a work on the Antiquity of Man. Mr. Burgess was a man of literary tastes and of studious habits, though of somewhat feeble health. We are indebted to him for a well-known Marathi grammar and for a volume of Ediomatical Exercises. He died at Newton, Central Massachusetts, December 31st, 1869, aged 64.

On the first day of this year, the venerable Dr. Perkins of the Nestorian Mission passed away. He had but recently returned from Oroomiah to America. He was the founder of the mission and has lived to see it eminently prosperous. It has now become a mission to Persia. Dr. Perkins was 65 years of age. He was greatly afflicted during many years by the derangement of Mrs. Perkins. A gracious Providence kindly restored her so far to health, that she was able to join him after his last return from his field.—*Bombay Guardian.*

THE LOSS OF THE ONEIDA.

In our political world, says the *Japan Gazette* of Jan. 29th, everything remains very quiet. The one great incident that is now occupying every mind in Yokohama, is the loss of the U. S. Corvette Oneida. This most appalling disaster occurred on the evening of the 24th instant, at about 6 o'clock, within a few miles of the anchorage in harbour, which she had left less than a couple of hours before. The vessel had been in and out of Yokohama and the other Japanese ports, constantly, during the past two years; and her officers are more than ordinarily well known and well liked ashore. As they were leaving the station homeward bound, farewell festivities had been accorded to them during the preceding week, and they left, accompanied by the most cordial good wishes of all their acquaintance, afloat and ashore. Yet, within two hours after their departure, of a complement of officers and men numbering 176, only about 56, including Dr. Stoddard, and two junior officers, were living to tell the tale of the disaster that had resulted in their ship and their comrades finding a watery grave. An iron steamer had come into collision with them, and the injuries sustained were so great that the Oneida sunk with all her crew, except the surgeon and men who had got into the life-boat. A Naval Court is at present sitting, to which all the public are admitted; but the proceedings of which we are particularly requested not to publish until the enquiry is finished. We must say, however, that the examination of Captain Eyre of the Bombay, (for it was that steamer, just arriving with passengers and mails, by which the injury had been inflicted), gave a plain account of his proceedings, and his reasons for passing on to Yokohama, such as must produce a very different impression in men's minds, from the statement of the men who were saved from the wreck; and, if confirmed by further evidence, must remove the stigma of inhumanity from his name.

The excitement in the settlement has been very great, and unhappily, some have been so injudicious as to speak of the captain's not having saved any of the Oneida's crew, as a matter of national jealousy. As if any but a demon could see even his bitterest enemy struggling in the water, under such circumstances, and not hold out a hand to rescue him. But in this case it was pitch dark. Those on board the Oneida did not know what steamer had run into her, nor were those on board the Bombay aware of the name or nationality of the vessel that had been struck. So that anything like such an unworthy motive is impossible. It is the more foolish and blameworthy even to mention the possibility of such animosity, in a port like this, where—if anywhere—the Europeans and Americans have all lived together happily, without those antagonistic feelings that may be felt elsewhere; and such a report naturally creates a very uneasy and uncomfortable feeling. As the facts of the case are elicited, no doubt the absurdity of such a charge will be admitted; and even as we write, feeling is very much allayed and altogether more reasonable. H. E. Mr. de Long, the U. S. Minister, a lawyer by profession—permitted by the Court to cross-examine witnesses on behalf of the survivors—in the opening proceedings showed a great degree of asperity towards the captain of the Bombay, whom he pointed to and spoke of as "that man," and otherwise expressed himself in a manner deeply to be regretted. As the case proceeds, however, he assumes altogether a more appropriate bearing; and as the wish of all must be to elicit the exact truth with regard to the misfortune, his searching cross-examinations can do no harm. Mr. Barnard, the barrister, is employed on behalf of Captain Eyre, who has also the assistance of Mr. Dalziel, the P. & O. Co.'s agent, and Capt. Edmonds, of the P. & O. steamer Ottawa, in watching the conduct of the case, and eliciting facts. Of course, both Mr. De Long and Mr. Barnard are merely allowed to act on sufferance, by the Court; and as the Court is merely one of inquiry into the facts connected with an accident that has happened to a British ship, the Bombay, we consider that it is a great stretch of good nature on the part of the Court to give such permission.

THE INQUIRY.

A court of inquiry was commenced in H. B. M.'s Consulate, at Kanagawa, on the 27th January, to inquire into the circumstances attending on the collision which took place on January 24th between the P. & O. str. Bombay and the U. S. str. Oneida. F. Lowder, Esq., H. B. M.'s Consul, presided, assisted by Captain Tinkler, R. N., and Staff Commander Moore, R. N., of H. B. M.'s ship Ocean, Captain Gilfillan, master of Sultan, and Captain Chapman, master of Rockliff. Sir H. Parkes and the Hon. C. E. de Long were present; Mr. Barnard appeared to watch the inquiry on Captain Eyre's behalf; and Mr. Dalziel, P. & O. Agent, was also present. The facts given below are abridged from the report given in the *Gazette*.

Captain Eyre stated—Am in command of the steamer Bombay—was in command on January the 24th at 6 p. m. in sight of the light-house. Saw a bright light about a point on port bow. Shortly afterwards I made out two side lights, green and red, I ported the helm and kept porting until I shut the green light in. The pilot and the chief officer were standing by me. On shutting out the green light, my pilot said, "We are well clear." My answer was, "Port still." The steam vessel then turned off. Almost immediately afterwards, I observed the coming vessel putting her helm hard a starboard, crossing my bow with full sails and steam. I stopped my engines; when she came nearly ahead of me, I put my helm hard a starboard to clear her, immediately after striking her behind the mizen gear, our starboard bow striking her on the starboard quarter—the shock not being more than a graze. I turned round to see what damage was done. I had sent the chief officer down to see if we were making water. I said to the pilot, "I don't think much harm is done if there is we shall soon see signal rockets." My engines were stopped about ten minutes, the chief officer came and reported the ship making water forward, I then said, "I see no signals of distress, go ahead." Nor did I hear anything; and as the ship was making water I made speed for Yokohama. While looking at the vessel astern, I asked my pilot, "Supposing that ship hurt or I should require it, where could we go for safety." The answer was "Not the slightest fear, the Spit is near, you cannot get down." Even after I came to Yokohama I thought little of the collision. I did not know what ship it was. I said when it passed me "that is an auxiliary screw." The ship was about 100 feet distant when she crossed my bow, another 25 feet and I should have cleared her. I do not think I was going at more than 7 to 8½ knots. The wind was against me, the night was dark, I first saw the bright light, I think the ship was a mile distant. I can't tell the time elapsing from then until the collision. The ship evidently starboarded her helm, she must have been going at the rate of 14 knots. After finding the ship coming right down upon me, I starboarded my helm to clear her. I was on the bridge the whole time. My engines were stopped a couple of minutes before the collision, when I saw the collision was imminent. When I started I was looking astern through my glass to the spot of collision, and continued so for a good quarter of an hour. I did not hail the ship. I was too busy at the time to avoid the collision. The concussion was very light. On my bow were hanging afterwards the other ship's gaff and a boom. I was not at all entangled in the ship. The Bombay is an old iron ship, her plates ½ of an inch thick. A spar from the other ship has perforated both sides of my ship and is sticking in broken off. It is below water mark. The spar has gone right through in the stem. When a steamer meets another steamer, which latter is also under sail, and comes on a port tack, each vessel ports her helm. I first saw the bright light at about a mile distance. Supposing I had turned round after the collision I don't think I should have reached Yokohama in less than half an hour, because the other ship was flying off before the wind. Had the other ship remained stationary after the collision, it would have taken me some ten minutes to swing back to the place of collision. When two ships come in collision during a dark night, I am not aware that it is customary for the one to ascertain if the other has suffered damage. Perhaps in the open sea, not in close proximity of land. Blue lights and rockets are the proper signals of distress, also gun-firing if you are within hearing distance. I did not send up rockets, as I wanted no help. I cannot say that is a recognized practice that ships do not communicate after a collision, unless the one sends up rockets or fires the gun. My instructions as captain of a mail steamer are to stop for nothing but to save life. It was at that time my firm opinion that there was no danger. The pilot said the Spit is close to, if there is any danger. I did not occur to me, being so close to my anchorage, and seeing no signals, to stop until I had communicated with the Oneida. I cannot account how the spar could strike my ship below the water line; at that time I thought the spar might have stuck out from the other ship's quarter. I saw no smoke; if she had not had her mast-head light up, I should have thought her a sailing vessel until after I saw her fan. After the collision I saw her about two minutes. I did not see her clew up her sails. When I last saw her she must have been a cable's length distant. . . . I thought of Bombay's safety, I knew it was a mail and passenger boat. I saw no signal of distress from the other vessel, and I judged it best to go on with all speed to Yokohama. Had I known that the Bombay was in compartments my opinion might have been different. I heard no hail from Oneida, "Lie by us, you have cut us down!" I heard no word of command on board Oneida—heard no one speak. I heard a jar and crash of heavy timber cracking. I noticed the Oneida was a smaller vessel than ours, and I thought her deeply laden."

The Court was adjourned.

BOMBAY.

To-day being the "Sivratri" holiday almost all the public offices will be closed.

"Ignoramus" had better apply to a veterinary surgeon, who will tell him at once what he wants to know.

We have to remind the public that the lecture by Mr. Robert Knight is to be delivered in the Town Hall at 8 o'clock to-night.

From China we learn that the ship Westburn, from Foochow to London with 700,000 lbs. of tea, has been totally lost on the Pescadores.

Medical Appointments.—Surgeon A. W. G. Adey, to general duty, Bombay. Surgeon E. P. Burrowes, to the medical charge of the 15th Regiment N. I., vice Adey, who resigns the appointment.

From Shanghai it is reported that Captain Blanch, of the ship Newcastle, has been committed for trial for murder, and D. MacAllister for being accessory to the murder, of the late carpenter of that vessel. Captain Blanch treated the crew as in a state of mutiny when at Foochow.

Programme of Music to be performed by the Band of 1-2nd (The Queen's Royal) Regiment at the Esplanade Band-stand, this evening:—

Overture	Masaniello ... Auber
Quadrille	Hit and Miss ... Hervé
Selection	La Diva ... Offenbach
Waltz	L'Africaine ... D. Godfrey
Selection	I Puritani ... Bellini
Galop	Berliner Pferde-Eisenbahn ... Arndt

Her Majesty's 59th Foot will leave this by train in wings for Mhow via Khundwa on the 5th proximo.—*Poona Observer*, Feb. 26.

We hear that the military authorities at Poona and Kirkee have received instructions, from Army Head Quarters, to grant permission to all officers who are desirous to proceed to Bombay for the purpose of meeting His Royal Highness the Duke of Edinburgh.—*Ibid.*

Her Majesty's ship Jumna, Captain Benjamin S. Pickard, arrived at Bombay on the 1st instant, and is ordered to return to England, to be paid off, via the Suez Canal. The Jumna is 4,173 tons and 700 horse power, and will no doubt be the largest ship which will have tested the capabilities of the Canal.—*Army and Navy Gazette*, Feb. 5.

The Prince's stay will be necessarily short and the programme of his movements will be somewhat after the following outline. The Governor will give a Ball on the first night of his arrival—and next day there will be a levée at the Town Hall in the evening—which over, the Prince will repair to the exhibition of fireworks on the Esplanade, opposite the new Secretariat building. From thence the Prince will pass in cavalcade by the main Esplanade road to Crawford's Market—thence to the Native Town by the Juma Musjid and Shroff Bazar, and so on to Bhendy Bazaar—which he will cross near Jamsetjee Jeejeebhoy Hospital. On his way to Parell House the Prince will take the Mazagon Castle and will also look in at Mr. Sassoon's splendid residence, the *Sans Souci*.—*Native Opinion.*

ADDITIONAL PASSENGERS BY THE HOMEWARD MAIL.

The P. & O. Co.'s steamer China sailed on Saturday last for Aden and Suez with the following additional passengers:—

For Southampton—Lieutenant C P Foot.
For Marseilles—Captain W P Harrison.
For Suez—Mr Tilliard.

SHIPPING AND PASSENGERS.

The ship Western Belle, Captain Smith, arrived on the 25th instant from Liverpool with a cargo of coal.

The ship Acacia, Captain Henderson, arrived on the 25th instant from Sunderland with a cargo of coal.

The ship Lady McDonald, Captain Kennedy, arrived on the 25th instant from London with a general cargo.

The steamer Sir J. R. Carnac, Captain Guizelar, arrived on the 25th instant from Bhownuggur with the following passengers:—Mr. John Hewett and sixteen deck passengers.

The steamer M. S. Elphinstone, Captain Dupuy, arrived on the 26th instant from Goa with general cargo and the following passengers:—One hundred and seventy deck passengers and seventeen children.

The steamer Bushier, Captain Hutcheson, arrived on the 26th instant from the Persian Gulf and Kurrachee with a general cargo and the following passengers:—Miss Leslie, Dr. Morton, Lieut.-Colonel Francis, Consul Thip, Mr. W. Clifford, Assistant Apothecary McIntyre, Mr. J. W. Gordon, and sixty-five deck passengers.

The steamer Lord Clyde, Captain Kingcome, sailed on Saturday last for the Malabar Coast with the following passengers:—For Goa—Lieut. Miller. For Cannanore—Lieut. and Mrs. Morrison. For Calicut—Mr. W. R. Smith. For Cochin—Mrs. Coelho. And forty-four deck passengers.

INDO-EUROPEAN TELEGRAPH.

The following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, via Turkey, 21st, 22nd and 23rd Feb.

United Kingdom, via Russia, 20th, 21st, 24th, 25th and 26th Feb.

Continent of Europe, via Turkey, 22nd, 23rd, 24th and 25th Feb.

From Alexandria, 25th and 26th Feb.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 26th February to 8 P.M. of the 27th February is as follows:—

To Bombay	Max.	Min.
From Kurrachee	29 4	0 5
,, Calcutta	9 15	2 27
,, Madras	19 5	10 14

Communication between Bombay and Kurrachee perfect.

Undelivered messages in the Bombay Signal Office—
Nursoo, Sudder Bazaar, from Nagpore.
Govuntha Tittoo, from Alleppey.
Audimaroydoo, from Dowlaishweram.
Bimacharee Gulgulee, from Dharwar.
Ramjee Rowjee, Chick Bunder, from Kurrachee.
Bashapa Bhoja, Moorasasett's Chal, Girgaum, from Belgaum.
Emigration Agent for Jamaica, from Galle.
Pamchund Oomed at Goochee Challee, from Deesa.
Annunth Pundrung Sett, Koombar Tookdy, Kethwady, from Mangalore.
Rampertab Todee, from Calcutta.
Hajee Shaik Tayer, Sindree Mohulla, from Joongshai.
Swetenham, from Calcutta.
Manladar, from Oomrawuttee.
Hare, from Kurrachee.
Yonge, from Birmingham.

STEAMER REPORTS.

Galle, 25th, 1-45 P.M.—H. M. Steamer Star, from Trincomalee, anchored.

AMUSEMENTS.

The Theatre.—The course of events at the Theatre of late seems to betoken an approaching dissolution so far as the stay in Bombay is concerned. On Friday evening Mr. Pollock took his benefit and had a pretty good house on the occasion. This shows that really Bombay can appreciate an effort to please them, for Mr. Pollock has greatly improved of late and is now highly and deservedly popular at the Theatre. Miss Deering is next on the list of "benefits" we see, and who would not be present on that occasion? To-night, we may mention, there is to be a minstrel performance, "under distinguished patronage."

The Circus.—Mr. Harvey's Circus at the Esplanade has drawn very fair houses during the last week. "Grey Leg" is the favourite; he is really a wonderful little horse and himself is worthy the visit. Madame Henriques seems quite at home on the saddle but as yet her horse does not seem exactly up to its work. It seems at times to want to run everywhere; and, again, music, or what of music it hears, seems to have no charm for its ears. We doubt not the beast will take a thought and mend by and bye. As to the other parts of the performance we need add nothing to our previous notice.

MORE STEAMERS VIA THE SUEZ CANAL.

The steam ship Fire Queen, Captain William Day, arrived in the harbour on Friday night direct from Liverpool after a successful passage through the canal. This steamer is the pioneer of a monthly line of ships intended to ply between this port and Liverpool belonging to the well known firm of Messrs. Thomas and John Harrison of Liverpool. She left Liverpool with a general cargo on 13th January and arrived at Port Said on the 31st. She was twenty hours under steam in the canal and nowhere found less than 21 feet in the centre of the canal. The Fire Queen remained two and a half days at Suez discharging cargo, and also called at Aden. Including stoppages she has completed the passage in forty-two days. The Fire Queen is 800 tons register and will draw only sixteen feet when loaded. She is consigned to Messrs. W. Nicol and Co., and without doubt, have quick despatch. The Messrs. Harrison will, we believe, despatch the Historian as the next steamer for Bombay, and have also despatched by the Suez Canal for Calcutta the s.s. Olinda which will proceed to Calcutta direct, and the s.s. Statesman, which will call at Colombo and Madras on her passage to Calcutta.

The s.s. Ebro, also, arrived in harbour yesterday evening from Barcelona *via* the Suez Canal with general cargo. This steamer belongs to a Barcelona firm and is consigned to Messrs. Bomanjee, Touche & Co.

HOMEWARD BOUND.

The following officers and their families will leave to-day for England by H. M.'s Indian troopship Euphrates:—

Colonel H. Trevelyan, 7th Hussars, Mrs. Trevelyan and child.

Surgeon Major H. Kendall, 7th Hussars, Mrs. Kendall and seven children.

Major T. Hughes, R.A., Mrs. Hughes and three children; Major T. Stisted, 7th Hussars, Mrs. Stisted and child; Major and Mrs. C. Dawson, 3rd Regiment; Major R. Hale, 7th Hussars.

Captain Ramsay, 25th Foot, Mrs. Ramsay and three children; Captain Moberly, Madras Staff Corps, Mrs. Moberly and three children; Captain and Mrs. Bayley, 7th Hussars; Captain and Mrs. Lever; Captain and Mrs. Joy, 7th Hussars; Captain and Mrs. Martin, R.H.A.; Captain and Mrs. Irwin, 1-11th Foot; Captain and Mrs. Shaw, 7th Hussars; Captain and Mrs. Elliott, 7th Hussars; Captains Stevens, 2nd Foot; Sir W. Barlow, Bart, 7th Hussars; Stokes, 108th Foot; Mortimer, 3-60th Rifles; Powell, 7th Hussars; Hutchins, 7th Hussars; Atkinson, 1-11th Foot.

Lieutenant Gabb, 2nd Bombay Calvary, Mrs. Gabb and three children; Lieutenant Tremenhere, 102nd Foot, Mrs. Tremenhere and two children; Lieutenant Humfrey, Bombay Staff Corps, Mrs. Humfrey and three children; Lieutenant and Mrs. Eyre, Madras Staff Corps; Lieutenant and Mrs. Childs, 7th Hussars; Lieutenants Edgecombe, R.E.; Teale, 2-1st Foot; Hughes, Bombay Staff Corps; Bushman, 7th Hussars (Adjutant); Grey R. A.; Cramer, 2-60th Rifles; Busfield, 9th Foot; Simpson, 109th Foot; Sharp, 104th Foot; Tilden, 2-60th Rifles; Martin, R.A.; Porter, Beville, and Bedington, 7th Hussars.

Cornets Lord M. Beresford, Thomson, Townsdell and Paget, 7th Hussars.

Assistant Surgeon McAlloy.

Quarter Master Hodgkinson, 7th Hussars, Mrs. Hodgkinson and three children.

Veterinary Surgeon Walker, 7th Hussars.

Conductor Ewing, Madras Commissariat Department, Mrs. Ewing and four children.

THE BOMBAY HUNT STEEPLECHASES, 1870.

Second Day, Saturday, 26th February.

Stewards.—The Hon. S. Mansfield, C.S.I.; T. M. Filgate, Esq.; Captain R. S. Liddell; F. H. Souter, Esq., C.S.I.; A. Crawford, Esq., C.S.; F. F. Arbuthnot, Esq., C.S., Honorary Secretary.

At the races on Saturday there was again a large attendance of ladies and gentlemen on the Flats.

1st Race.—"A Sweepstakes of Rs. 30 each" with Rs. 200 from the fund. For all horses who have not won at the past Byculla Meeting. About 2 miles over a steeplechase course. Weight 11st. 7 lbs. Arabs allowed 1 stone, and maidens 7 lbs. Usual allowance for mares and geldings. Gentlemen riders.

	st. lbs.
The Spider's	b aus m Kitty ... 11 4 ... Mr Hughes ... 1
Mr Willoughby's	g aus g Nugget ... 10 11 ... Owner ... 2
Ariadne	was first away, Nugget taking second

place. The first two fences were taken willingly and well, but at the third Nugget had a cropper and never showed again. Kitty carried on the running for half a mile further, and then Ariadne drew up and took the next fence first, but blundered on the other side and allowed Kitty to come up and pass. Kitty kept the advantage she had gained and for sometime carried on the running, but after the next fence had been crossed Ariadne mended his pace, and both ran level till they came into the straight, when Kitty was in better form and won easy by eight or ten lengths.

2nd Race.—"A Sweepstakes of Rs. 20 each" with Rs. 200 from the fund. For all Arabs who have not won at the past Byculla Meeting. About 1½ miles over a steeplechase course. Weight 11st. 7 lbs. Previous winners 7 lbs. extra. Gentlemen riders.

	st. lbs.
Mr B.'s	g a h Blue Peter ... 12 0 ... Mr Seton ... 1
Mr Warre's	g a h Passion ... 11 7 ... Mr Warre ... 2
Mr G.'s	g a h Blackie ... 11 7 ... Mr J. G. ... 3

Pantaloon led well out, Mr. Seton pressing him close. This order was pretty steadily maintained all the way round. Mr. Seton led over the last fence, followed by Pantaloon, who struggled hard but vainly to regain his position, Blue Peter coming in winner held hard six lengths in front.

3rd Race.—"A Sweepstakes of Rs. 20 each" with Rs. 100 added from the fund. For all galloways. About 1½ miles over a steeplechase course. Weights 11 stone, 7 lbs allowed for every inch under. Previous winners to carry 7 lbs extra. Gentlemen riders.

	st. lbs.
Mr Warre's	g a g Merry Andrew ... 10 5 ... Owner ... 1
Mr Leith's	g a g Yorick ... 10 7 ... Mr Willoughby ... 2
Mr B.'s	g a g Bantam ... 11 7 ... Mr Seton ... 3
Mr J. G.'s	g a g Sawney ... 11 0 ... Owner ... 4
The Spider's	g a g Nabob ... 10 11 ... Mr Adams ... 0

Mr. Adams was too late for the start, and had not therefore an opportunity of running. Merry Andrew took the first place, followed by Bantam and Yorick. This race was quickly run, and all the fences were cleared in good style. Merry Andrew kept his advantage, led into the straight, and came home first, with Yorick second, and Bantam third. Bantam was gamely ridden, but could do little in the race with the weight he carried.

4th Race.—"A Sweepstakes of Rs. 15 each" with Rs. 100 from the fund. For all horses who have never won a race. To be ridden by gentlemen riders who have never won a race. About 1½ miles over a steeplechase course. Catch weights. 11st. minimum.

	st. lbs.
Mr K.'s	g a h Archdeacon ... 11 0 ... Mr Warre ... 1
Mr Williams'	g aus h Doleful ... 11 0 ... Mr A ... 2
Mr B.'s	g a h Jimmy ... 11 0 ... Owner ... 0
Mr S.'s	b aus g Old Royal ... 11 0 ... Mr S ... 0

A steeple chase for horses who have never won a race and ridden by gentlemen riders who have never won a race always excites a great deal of interest, the expectation being that some of the riders will be sure to come a cropper. This race was no exception, for at the first fence three out of the four horses came to grief, and Archdeacon only continued to run. After some time Doleful and his rider got on their way again, but being out of the race, unless Archdeacon should have an accident. The latter, however, kept on his way, taking the fences with a will, and came in as he liked and there was no race. Doleful was not up to much, and at the fourth hurdle perished in retaining, but his rider was determined to run the course, and trotted in long after the Archdeacon. The other two horses, who had come down at the first barrier, never showed again. Mr. Benn was somewhat shaken but not much hurt.

5th Race.—"A Sweepstakes of Rs. 10 each" with Rs. 50 from the fund. For ponies 13 hands 1 inch and under. About half a mile, over hurdles. Gentlemen riders.

Mr Adam's	g p Toni Boy ... Owner ... 1
Mr Leith's	g p Barney ... Do ... 2
The Spider's	g p Vic ... Mr Pitt ... 3
Mr T.'s	g p Wallie ... Mr B ... 0
Mr Ali Abdoola's	b p Kelpy ... Mr Warre ... 0

The pony race was as usual amusing, most of the animals fighting rather shy of the jumping. Tom Boy came in first, and Barney second.

BANK OF BOMBAY (IN LIQUIDATION.)

The following is the report of the Liquidator of the Bank, which will be read at the shareholders' meeting called for to-day:—

In accordance with the requirements of Part III. of Act XIX. of 1857, I now beg to submit a report of the progress made in the liquidation of the affairs of the Bank during the past year.

A first distribution of Rs. 50 per share of the capital stock of the Bank was declared on 19th May last, payable on 30th June following. There being 20,900 shares in all, a sum of Rs. 10,45,000 had to be set aside from the collections of the Bank to meet this payment. In declaring this distribution I was able to comply with the terms of section IV. of the articles of association of the New Bank of Bombay, Limited, by which the holders of every two shares in the old Bank became entitled to one share in the "Reserved Issue" of the new institution. The directors of the New Bank were therefore requested to call up their "Reserved Issue," which had been specially set apart for the benefit of the shareholders in the old Bank, and I have the pleasure of reporting that a large majority took up the shares allotted to them. The amount of the distribution on their shares was therefore made over to the Secretary and Treasurer of the New Bank in payment of the first call.

The first distribution account stood on 31st ultimo as follows:—

	Rs.	Rs.
1st distribution of Rs. 50 per share on 20,900 shares	...	10,45,000
646 shareholders (representing 15,454 shares) who accepted allotment in "Reserved Issue"	7,72,700	
178 Shareholders (representing 4,421 shares) who took payment of distribution in cash...	2,21,050	
	9,93,750	
Leaving still unclaimed a balance of		51,250

The thanks of the shareholders are due to the directors of the New Bank for the very considerate manner in which after the advertized time for receiving applications for shares had expired, special cases of late applicants were still dealt with by them.

On the 10th instant I declared a second distribution of assets at the rate of Rs. 25 per share payable on 25th instant. The amount required to make this distribution is Rs. 5,22,500.

Insolvents' Estates.—At the last general meeting of the shareholders the amounted expected to be recovered from insolvent estates was estimated at Rs. 6,24,678. Very great doubt was then felt regarding the correctness of the estimate of this part of the assets, consisting as it did of claims against many estates in course of winding-up where no estimate could be very reliable, and where the ultimate outturn in many instances was rendered still more uncertain by reason of suits pending in the Law Courts. In some cases also debtors had absconded to foreign territory, and found it more convenient to treat for a settlement of their liability from the secure retreats of Damaun and Baroda. Considerable progress, however, has been made in the collection of this part of the outstandings, and altogether under this head Rs. 8,08,051 have been recovered since last meeting, and the estimated outturn from insolvent estates is now reduced to Rs. 53,646.

Landed and other Properties.—During the past year Rs. 3,12,773 have been received for properties sold, but some valuable land and house property in Byculla, together with a large tract of Foras land, and the branch premises in Broach still remain to be disposed of. Offers have been received for all these properties, but after consulting with the committee, I deemed it advisable to decline the offers which have hitherto been made.

Disputed Debts.—The sum due to the Bank on disputed account amounts to Rs. 9,09,600. The greater portion of this claim has arisen out of a loan of Rupees twenty-five lakhs granted to Premchund Roychund, in April 1866, in which loan six of the leading Exchange Banks in Bombay agreed, on certain terms, to join. The sums for which the several Banks subscribed were as follows, viz.:—

	Rs.
The Bank of Bombay	10,50,000
The Oriental Bank Corporation	2,50,000
Commercial Bank Corporation	2,50,000
Chartered Mercantile Bank of India, London & China	2,50,000
Comptoir d'Escompte de Paris	2,50,000
Asiatic Banking Corporation	2,50,000
Bank of Hindustan	2,00,000
In all Rupees	25,00,000

These contributory Banks refused to pay their respective quota of the deficit of Rs. 18,19,000, which remains after the sale of the jewels and landed properties given by Premchund as general security, on the ground, amongst others, that the Bank of Bombay did not properly perform their part of the agreement. After many and careful consultations, suits were filed against these banks, and the causes against the Oriental and Asiatic Banks have been heard by the Court, and judgment given. In the former case the Court's decision was adverse to the Bank of Bombay, but in the latter, the Bank succeeded in obtaining judgment against the Asiatic Banking Corporation for Rs. 1,31,911—with costs. The suit against the Bank of Hindustan was heard on the 19th instant, and as their position in the matter is very similar to that of the Asiatic Banking Corporation, it is hoped that the judgment will be the same.

The Expenses of Liquidation are as follows, viz.:—

	Rs.	Rs.
Salaries at Head Office and Branches		13,162
Law charges, including sums on account current cost in suits against sundry Banks		32,933
Taxes, Fire Insurance Premium, Advertisements, Postage Stamps, &c.		2,160
Commission Account		38,646
	Rs.	86,901
Amount of Cash on hand		8,71,234
	Rs.	11,40,234

W. Rodgis, Liquidator
Bank of Bombay in Liquidation, 15th Feb. 1870.

INDIAN ITEMS.

A shock of earthquake is reported to have been felt at Darjeeling on Feb. 17. The *Darjeeling News* says "it was an average earthquake, neither so violent as to endanger life, nor so mild as to be hardly perceptible."

Mr. A. T. Ralli and Mr. B. D. Colvin have been elected members of the committee of the Calcutta Chamber of Commerce in the room of Mr. O. Von Ernsthausen and Mr. James Murdoch, who have proceeded to Europe.

The proposal for the appointment of a Director of Government Printing Offices is not likely to be carried out at present. Mr. Thomas Jones, who will return from England shortly, will therefore rejoin his appointment as Assistant Secretary to the Government of Bengal—*Indian Daily News.*

The *Arakan News* reports that a party of 400 Shindoos lately made a raid on a couple of villages on the Koladyne;

NAVAL NEWS.

(Army and Navy Gazette, Feb. 5.)

It was reported at the professional clubs yesterday that the health of Admiral Sir Thomas Symonds, Bart., has been seriously affected by the death of his eldest son and other causes, and he is at the present moment very ill.

Commodore Phillimore has arrived in England from Port Royal, Jamaica, having been relieved by Commodore R. W. Courtenay, and transacted business yesterday at the Admiralty. Commodore Phillimore will proceed immediately to Gibraltar, and assume the duties of senior naval officer at that port.

Admiral Sir Henry John Leeke, K.C.B., K.H., lying dangerously ill at his seat, Uplands, near Fareham, Hants, and, from reliable accounts received in London yesterday, his medical attendants were without hope of his recovery. According to Harvey's book Sir Henry is seventy-nine years of age, and entered the navy as far back as the year 1803.

We are given to understand that amongst the officials men about to retire shortly from the Admiralty on a pension, is Mr. Antonio Brady, the Superintendent of Contracts in connection with Mr. Baxter's new-fangled purchase department, and whose duty it is to inquiries instituted at Portsmouth and other ports in reference to coals, hides, brown paper, &c., has so signally failed.

We are told that many parents and guardians complain of the expense to which they are put by their sons who are candidates for naval cadetships being kept in London a week, after they have undergone a medical inspection, before they are examined at Greenwich. There is much reason in this; and we would suggest that the youngsters should be examined at Haslar or Somerset House, according to convenience, and the grievance would be at once diminished if not altogether removed.

It will be a matter of deep regret to all who have had occasion to transact business at the Store Department of the Admiralty to hear that Mr. Nelson Girdlestone is about to be called to the exercise of other duties under their lordships. We understand that Mr. Girdlestone's present office will be absorbed in another of an important character, and we are informed that Mr. Coghlan M.L. M'Hardy, clerk of the first class in the former establishment of the Controller of the Navy, will be appointed to the situation thus created.

From the time her Majesty's ship Volage was launched, up to this moment, rumour has given the command of this desirable vessel to Captain Rowley (1866). Captain Rowley's professional merits are of a high order, but it is believed amongst his brother officers that he has no right to claim employment whilst so many equally as deserving and as meritorious officers are left on half pay. It is felt that, if it be determined to give the Volage to him, the act will be subversive of all the usages of the service. The only officer of Captain Rowley's year who holds an independent command is his Royal Highness the Duke of Edinburgh.

THE RECONSTRUCTION OF THE ALBERT.

(Economist, Feb. 5.)

The plan which has been issued by the new Provisional Committee for the reconstruction of the Albert is very ingenious, and recommends it self by the frank recognition of the fact that no such plan can succeed unless the shareholders make a considerable sacrifice. It is calculated that the difference between the sum assured and the value of the annual premiums, less the cost of collection and legal expenses, amounts to £640,000; and that deducting from this the net assets of the Albert, £196,000, and the sum to be realised from calls, £150,000, there will remain a balance of £291,000 to be made good before the company can start on a solvent footing. Of this sum the Provisional Committee say they have reason to believe the shareholders of the Albert will contribute £34,000, while the remaining £250,000 is to be obtained by a proportional assessment upon the amalgamated company, whose actual liabilities are altogether estimated at £647,000. In addition it is proposed, as a foundation for a new business, that £250,000 of fresh capital, in 50,000 shares of £5 each, payable by instalments spread over two years, should be called up; and what new purchase money, however, to be kept distinct from the old, though the junction of the two is expected to reduce the expenditure. In this way it may be admitted that a comparatively strong new company will be formed, and one of the principal objections to reconstructions—the sacrifice of the younger to those which are unassurable—is got over by the contributions suggested to make up the deficiency. If all concerned are satisfied with the direction the reconstructed Albert may come into fair competition with older companies, not only for the retention of the older policies but for new business as well. That the committee are confident in shooting for their scheme including a permission to revive their policies to those who have suffered them to lapse since the suspension of the Albert. The weak points of the plan are two in number—a proposal to deduct temporarily 12½ per cent. from non-profit policies, and 10 per cent. from profit policies, excepting policies of less than six years' standing, for a guarantee fund; and to devote the surplus of profit on the old business and a proportion of profit on the new business to paying off the £294,000 contributed to re-establish the company. These parts of the plan, though perhaps unavoidable, will be disadvantages to the reconstructed company, both in retaining a good part of the old business and in attracting new. Older companies are in existence, which are under no such disadvantages. But this is only another mode of saying that reconstruction is not conceivable without something being taken from the better class of insurers for the profit of the older and less insurable class. It may well be that the something is small that if the new management is satisfactory, as it appears to be, it may pay the younger lives to submit to it for the sake of belonging to a sound, going concern rather than bear the delay and uncertainty of liquidation.

INDIAN BUDGET ESTIMATES.

(Economist, Feb. 5.)

We have received a note from Sir Richard Temple on a subject to which we have often drawn attention—the plan of basing the estimates for the Indian Budget upon eight months' actuals of the previous year and an estimate for the last four months. Our distinguished correspondent agrees with us as to the disadvantage of the practice, which arises from the wish to be in time for the Secretary of State's statement to be pushed Parliament. "At the best" he adds, "we could never get in our actuals so promptly from the various parts of this scattered Empire as you can in a compact country like England. If I attempted to proceed on the actuals, of the whole year I could hardly get out the Budget before the last week in April or the first week in May. And this would be too late for English purposes. But I hope in future to have the estimate based on at least *ten* months' actuals for everything; and *eleven* months' actuals for several important things. And this you will find to be an appreciable improvement. I can manage this, and still be in time for the Secretary of State." We have much pleasure in publishing this important information, and we should like to add a suggestion of our own. It is this,—that if the Budget statement can be made in India before the last week in April or the first week in May, based upon all the actuals of the previous year, it would be possible to make it in time for the Secretary of State at home. There is a very simple way to solve the whole difficulty,—the use of the telegraph. There is no mystery in telegraphing, and a long Budget statement and accounts could be wired with ease as well as a short message. The *Times* in a late day telegraphed the President's Message from America; and what newspapers do in their business surely two great Governments, like those of India and England, can manage for some important purpose. The only conceivable objection is the expense of telegraphing; but say it costs a few thousands, the price would still be small compared with the financial confusion resulting from the present system. For great Governments to grudge the price of telegraphing is like private individuals grudging the price of pens and paper for important correspondence. Hitherto the telegraph has not been so convenient owing to the wires passing through so many foreign countries; but the approaching construction of the new submarine cable, and a service throughout in English hands, presents an opportunity of which advantage might at once be taken.

OBITUARY.

The Home papers received by the mail record the death of the following persons:—Lady Graeme Elphinstone, Col. Sir J. F. Cooke, Sir C. H. Darling, K.C.B., Countess Bonilack, W. H. Benson, Esq., late B.C.S., Lieut.-General D. Goodman, late 9th Regiment; Capt. A. Mackenzie, R.N., James Mackillop, Esq., Lieut.-Colonel O'Grady, Captain Pasley, R.N., W. Roberts, Esq., B.C.S., the Bishop of Kilmore, Major-General E. Last, late 99th Regiment.

THE SUEZ CANAL.

TO THE EDITOR OF "THE TIMES."

Sir,—We have just received the following important telegram from M. Ferdinand de Lesseps relative to the collection of the Suez Canal transit dues:—

"La perception des droits de transit sur le Canal ne fait pour les steamers sur le tonnage calculé—c'est à dire, non-compris l'espace occupé par la machine.

We are, sir, your obedient servants, Messrs. & Mackenzie,
(the Accredited Transit Agents for London).

The success of the American missionaries in the Loo Choo country has not become great as was expected. The *Siam Advertiser* reports that the Loos people who had attached themselves to the mission have fled, and that two of the converts have been executed by the people of Kagoshima (Satsuma). Nothing would induce any of the native themselves, but, as the news travels apace, it was hoped they were at least safe.

"There are, it appears, no less than 18 cardinals here at the disposal of Pius IX. It is said that he does not intend to give them away till he finds an opportunity of seeing how the Bishops behave in the Council. By this simple device they are all made heroical Popes, viewed, and the aspirants to the honours of on their good behaviour, and the aspirants to the honours of infallibility is able very effectually to secure their obedience.—*Bombay Gnara.*

PICKINGS FROM PUNCH

OF FEB. 5.

Professor Tyndall's motto.—"Down with the dust!"

The Jockey Club Perfume.—Essence of Horseradish.

"A Grief too Deep for Thiers."—The French Treaty.

Curious Omission.—Every Cardinal is now in Rome except the Cardinal—Virtues.

IRRECONCILEABLE OPPOSITION.

The consistency in antagonism of the low French press to the French Government is remarkable. The moment the latter ceased to be personal, the former began.

THE BILL OF FARE.

Mr. Gladstone (the "Chef")—"Irish stew first Mrs. B., and then——"

Mrs. Bright (the Cook)—"Lor bless you, Mr. G., the Irish stew's quite as much as they'll get through, I'll be bound!"

ASTRONOMICAL.

Poor Mrs. Malaprop! Having read in her Pocket-Book that the eclipse of the moon would be "visible at Greenwich," she made a special journey to the "Conservatory" there from her comfortable home at Hoxton, firmly believing that at Greenwich only should she be able to witness the sight!

"EVIL COMMUNICATIONS," &c.

Elder of Twins—"It's very vulgar to say 'You be blowed' to each other, like those men do. Isn't it, Uncle Fred?"

Uncle Fred—"I believe it is generally considered so, my dear!"

Elder of Twins—"Yes, indeed! Ethel and I, you know, we always say, "You be blown!"

DOMESTIC POLICE.

An American paper relates that a Mr. Coates, at New York, was found by the police in the streets with a pair of handcuffs on. They naturally took him for an escaped criminal, and locked him up. It turned out, however, that he had only broken loose from home, where, during a fit of intemperance, he had been handcuffed by Mrs. Coates. Mr. Coates has had peculiar experience of the bonds of wedlock.

THE LAST 'BUS.

Landlord—"What are yer goin' to 'ave, gen'lemen?"

Driver (shivering)—"Well—'bless'd if I ain't famished! I should like——Is there time for a rabbit?" Who 'ave yer got inside, Bob?"

Conductor (aloud)—"Oh, all respectable, 'igh-minded, well-to-do people! 'Wouldn't 'ave no objection, I'm sure! [Who could be "disagreeable" after this?

A MUCH NEEDED LESSON.

"Chief Justice Cockburn, in ordering the rule to be made absolute for a mandamus to the Election Commissioners at Bridgewater to grant Mr. Lovibond his certificate of indemnity, passed a bitter censure on the Commissioners—clearly singling out Mr. Chisholm Anstey—for their browbeating of the witness. Mr. Anstey had accused Mr. Lovibond of giving his evidence in a disgraceful manner. The Chief Justice said the word 'disgraceful' was not inopportune, but he did not think it was to the witness that it ought to be applied. Justices Lush, Blackburn and Mellor concurred."—Notes of Cases in Q. B.

Chisholm Anstey has got what the ring calls a "smeller"

From Chief Justice Cockburn, Lush, Blackburn and Mellor: May the lesson teach, all, who of brow-beating sort are,
That the Bath Guide's by no means a guide at Bridgewater.

FOR SALE.

FOR SALE, four valuable COFFEE ESTATES and SPICE GARDENS in the Travancore Territory. For particulars apply to Messrs. FINLAY, SCOTT, & Co.
Bombay, 22nd February 1870.

TO PRINTERS and Others.—For SALE, a large quantity of French DOUBLE FOOLSCAP PRINTING PAPER, at Rs. 3-4 per Ream.—Apply to the Manager "Bombay Gazette" Meadow Street, Fort.

FOR SALE, PAINTS and OILS from the Manufactory of Messrs. JOHN MATHEWS & Co., Matton Garden Works.
PAINTS,—White, Green, Black and Chocolate.
Zinc Metallic White.
White Zinc.
White Lead.
Red Lead.
Oxide of Iron.
OILS.—Boiled and Raw Linseed.
Apply to the Agents in Bombay,
14, Meadow Street. OWEN & OKELL.

HAM, BACON AND CHEESE,
RECEIVED BY
EVERY OVERLAND MAIL.

	Cash.	Credit.
	Rs. as.	Rs. as.
HAM, finest Cumberland, per lb.	1 1	1 2
BACON, best Wilts Middles, per lb.	1 1	1 2
CHEESE, Double Gloster, per lb.	1 0	1 2
CHEESE, Gruyere or Parmesan, slices of about 6lb. in sealed tins, per lb.	1 12	2 0

TREACHER & Co. (Limited).

NOTICES.

MR. WILLIAM MAITLAND is authorized to use the signature of our Bombay Firm, EWART, LATHAM, & Co., from this date.
ARBUTHNOT, EWART, & Co.
Liverpool, 1st February 1870.

TO CONTRACTORS.—TENDERS are invited for the construction of the WURKULLAY BARRIER CANAL, three feet two brick thick, in length of 300 and 700 yards respectively. The open cuttings leading up to them consist of 4 sections, respectively 1½, 1, 1, 1 miles in length, with an extreme depth of 60 and a mean of 30 feet. The cubic contents being 1¾ million yards more or less.
Contractors competent and willing to tender for the whole or any part of the work can obtain further information by applying to the Chief Engineer, Travancore.

BOMBAY YACHT CLUB.—NOTICE.—In order to provide the public generally with accommodation on board a steamer from which the Regatta on 3rd March may be conveniently witnessed, the Superintendent of Marine has kindly allotted H. M. Hulk Semiramis to be made use of for the purpose, and she will be moored close to the Flag Ship (s e Dance).
Refreshments supplied by Mr Hammond will be procurable on board on payment. Application for Tickets of Admission on board for Ladies and Gentlemen should be made to Captain BREBNER, H. M. Dockyard.
JAMES RANKEN,
E. DOBBING,
Joint Honorary Secretaries.
Bombay, 26th February 1870.

B. B. & C. I. RAILWAY.
ALTERATION OF TRAINS AND REDUCTION OF FARES.

On and after the 1st proximo an ALTERATION of TRAINS will take place. Additional Mixed Trains will also leave Grant Road for Surat and all intermediate stations at 8-50 A.M., and Surat for Grant Road and intermediate stations at 9 A.M. The Through Trains will be accelerated. For further particulars see the Company's Time Tables exhibited at all stations. The Third Class Fares will be reduced to 3 pies per mile, between all stations except such as are situated between Vesaur and Bulsar, and those of which the fares are reduced on the 1st proximo, and as new tickets can be supplied, when the three pies rate will become general.
J. R. DUXBURY,
Bombay, 23rd February 1870. Traffic Manager.

GREAT INDIAN PENINSULA RAILWAY.
OIL.—TENDERS are invited for the supply of COCOANUT and CASTOR OIL, required by the Company for twelve months from the 1st day of April next. To be delivered from time to time in such quantities as may be ordered; the average monthly consumption being about thirty tons of each description.
Sealed tenders to be endorsed "Tender for Oil," and which must specify the rate per cwt. (including all charges) delivered at the Store Depot, Byculla, will be received by the Agent at the Company's Office, Elphinstone Circle, up to noon on WEDNESDAY the 16th day of March next.
A sample bottle of Oil must accompany each tender.
A deposit of Rs. 2,000 (to be returned to those whose offers are not accepted) must be made by each person tendering, and the persons whose tenders shall be accepted will be required to enter into a Contract, and find such further security for the due fulfilment thereof as the Company may demand.
The Agent does not bind himself to accept the lowest or any tender.
W. WARDEN MORICE, Storekeeper.
Byculla Store's Office, 14th February 1870.

METAL MADE BOMBE BUNDER.
Just landed, two Portable Engines, by Messrs. Clayton and Shuttleworth, Lincoln, with enlarged Fire Boxes for burning wood fuel, and combining all the latest improvements:—
One 6 Horse Power nominal.
One 8 ditto ditto
One 10 ditto ditto } shipped per Dilharne, and may be
One 12 ditto ditto } expected shortly.
Hand Fire Engines, by Messrs. Shand and Mason, London, with suction and delivery hose complete.
Two High Pressure Horizontal Steam Engines, each 12 horse power nominal, with boilers and mountings complete.
One Portable Steam Crane, complete to lift 5 tons, by J. Taylor & Co., Liverpool.
One 6 H. P. Horizontal Steam Pump, by Messrs. Shand and Mason, London, with boiler and fittings complete.
Also a Treble Action Pump, suitable for deep wells, and may be worked by hand or bullock power.
Double Barrel Lift Pumps, 6 in. bore, and 9 in. stroke, with 24 feet suction and 9 feet delivery pipe.
Galvanized Corrugated Iron Sheets, 6, 7, and 8 feet long, 16, 20, and 24 gauge.
A few Wrought Iron Plate Girders, 33 feet long, 24 inches deep, weighing about 1 cwt. per lineal foot.
Wrought Iron, Galvanized Blocks, &c., &c.
Bar and Plate Iron, Cast, Shear and Blister Steel, &c., &c.
Estimates given for every description of Iron Work and Machinery. W. NICOL & Co.
22nd January 1870.

ELEY'S AMMUNITION,
THE BOXER CARTRIDGES
For Snider-Enfield of .577 bore, and for the Henry, and Martini Henry Rifles of .450 bore, adopted by Her Majesty's War Department, also of .500 bore for Military Rifles.
WATERPROOF CENTRAL-FIRE METALLIC CARTRIDGES with enlarged Base for small bore, adopted by Foreign Governments for converted-Chassepot, Berdan, Remington, and other Rifles; also Cartridges for Ballard, the Spencer, and American Repeating Rifles.
The "ELEY BOXER" are the cheapest Cartridges known, carrying their own ignition, and being made wholly of metal, are waterproof and ungunnable in any climate.
The above Cartridge cases (empty) of all sizes, and for the different systems of breech-loading Rifles, can be had with or without the suitable bullets and Machines for making the Cartridges.
BOXER CARTRIDGES of .450 bore for Revolving Pistols used in Her Majesty's Navy.
COPPER RIM-FIRE CARTRIDGES of all sizes, for Smith & Wesson's, Adams', and other Revolvers.
PIN-CARTRIDGES for Lefaucheux Revolvers of 12-m/. 9-m/ and 7-m/. bore.
CENTRAL-FIRE and PIN-FIRE CARTRIDGES for all sizes and systems of Guns, Rifles, and Revolvers.
Double Waterproof and E. B. Caps, Felt Gun Wadding, Felt Gun Wads, and Breech and Muzzle Loaders, and every description of Sporting and Military Ammunition.
ELEY BROTHERS,
GRAY'S INN ROAD, LONDON,
WHOLESALE ONLY.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.—(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1864.)
Recognized by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Amended Act of 1867.
Subscribed and Paid-up Capital £2,200,000
Reserve Fund 800,000
Head Office—PARIS.
Agencies.
Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong, Saigon, Shanghai, and Yokohama.
London Bankers.
The Union Bank of London; Messrs. C. J. Hambro and Sons.
Agents in Scotland.—National Bank of Scotland.
Agents in Ireland.—The Munster Bank, Limited. The Belfast Banking Company.
TERMS OF BUSINESS.
The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.
Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.
Investments and sales of all descriptions of British and Foreign Securities, &c., effected.
The Bank takes charge of Securities for customers, and receive Dividends on Indian and Foreign Funds, Railway and other Shares.
Every other description of Banking business transacted.
All remittances are to be endorsed "Pay Comptoir d'Escompte de Paris, or order." E. J. HARDCASTLE,
Manager.
9, Rampart Row, Bombay, 25th August 1869.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
Head Office,
HATTON COURT, THREADNEEDLE STREET, LONDON.
Incorporated by Royal Charter.
PAID-UP CAPITAL—£800,000.
Court of Directors, 1869-70.
THOMAS ALEXANDER MITCHELL, Esq., M.P., Chairman.
John Allan, Esq. | Thomas Jamieson, Esq.
James Fraser, Esq. | Wm. Macnaughten, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.
Secretary.
London Bankers—THE CITY BANK.
Branches and Agencies.

BOMBAY	RANGOON	HONGKONG
CALCUTTA	SINGAPORE	SHANGHAI
AKYAB	BATAVIA	HANKOW

THE BANK'S AGENCY IN BOMBAY
GRANTS DRAFTS on its Head Office and London Bankers, as well as on the other Agencies and Branches;
NEGOTIATES, and receives for Collection, Bills of Exchange; effects remittances in the Bank's own Drafts, without charge for commission; and conducts all kinds of General Banking Business.
DEPOSITS OF MONEY
Are received at Call, and for Fixed Periods, on terms which may be learned on application.
All Letters should be addressed, and Remittances made payable, to The Chartered Bank of India, Australia, and China.
JAMES DOUGLAS,
Agent in Bombay.

AGRA BANK (Limited).—Capital—£1,000,000 (One Million Sterling). In 100,000 Shares of £10 each.
Head Office—Nicholas Lane, Lombard Street, London, E.C.
Edinburgh Branch—17 St. Andrew Square.
Branches in India.

Calcutta	Agra.	Kurrachee.
Madras.	Bombay.	Lahore.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 1/11 13/16 per Rupee.

4	do.	1/11 11/16	"
3	do.	1/11 9/16	"
2	do.	1/11 1/2	"
1	do.	1/11 7/16	"
On demand		1/11 3/8	"
On Scotland		1/11 3/8	"

Circular Notes payable throughout Europe ..... 1/11 3/8 "
No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.
Interests.
On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) and at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.
On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per ann.

Do.	6	do. 4
Do.	12	do. 5
Do.	24	do. 6

The Bank takes charge of Government Paper and other Securities for consideration without charge.
All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank (Limited), or order.
Hours of business, 10 to 3; Saturdays, 10 to 1.
EDWARD MORRISS, Manager.
Bombay, 3rd January, 1870.

HONGKONG and SHANGHAI BANKING CORPORATION.
Subscribed Capital $50,00,000
Paid-up Capital $35,00,00
Reserve Fund $7,00,000
London Bankers.—The London and County Bank.
Board of Directors.
George F. Heard, Esq., Messrs. Augustine Heard & Co.—Chairman.
Julius Menke, Esq., Messrs. W. Pustan & Co.—Vice-Chairman.
Siemon D. Sassoon, Esq., Messrs. D. Sassoon Sons & Co.
W. H. Forbes, Esq., Messrs. Russell & Co.
W. Lemann, Esq., Messrs. Gilman & Co.
Hon. James H. Taylor, Messrs. Smith, Archer & Co.
James P. Duncanson, Esq., Messrs. Gibb, Livingstone & Co.
E. R. Bellino, Esq., Merchant.
George L. Reiland, Esq., Messrs. John Burd & Co.
A. Joost, Esq., Messrs. Siemssen & Co.
R. Rowett, Esq., Messrs. Holiday, Wise & Co.
Head Office.—Hongkong.
Chief Manager—Victor Kresser, Esq.
Branches and Agencies.

Shanghai.	Foochow.	Calcutta.
Hankow.	Yokohama.	Bombay.
	London.	

Bombay Agency.
The Bank grants drafts at Current rates of Exchange on the London and the County Bank, London. It also purchases Bills and grants Drafts payable at its various Branches in India, China, and Japan.
Interest
On Fixed Deposits will be allowed, payable half-yearly, as follows:—

12 Months	.....	6 per cent per annum.
6 "	.....	5 do. do.
3 "	.....	4 do. do.

In the meantime the Bank does not open Current Accounts.
All Letters should be addressed, and Hoondies made payable, to the Agent, Hongkong and Shanghai Banking Corporation.
Any information as to rates of business may be obtained at the office or by letter to the Agent. R. STEVENSON,
Bombay, 27th September, 1869. Agent in Bombay.

GRINDLAY, GROOM, & Co.
Opposite the Secretariate,
PASSAGES to SUEZ and Europe Engaged, and Baggage Received and Shipped.
PAY and FUND ALLOWANCES REALIZED.
CIRCULAR NOTES and SOVEREIGNS SUPPLIED.
BILLS GRANTED on Messrs. Grindlay & Co., London, at the exchange of the day.
Bills drawn on Messrs. COUTTS & Co., London, for sums of £100 and upwards at three days to six months after sight.
APPROVED DRAFTS on Calcutta and Madras on demand, and Government Currency Notes of any Circle of Payment received at par.
Correspondents—
GRINDLAY & Co., LONDON.
GRINDLAY & Co., CALCUTTA.

FOR SALE.

FOR SALE, at T. CHATELAIN MONTANDON'S, Hummam Street,
A very great choice of WATCHES, JEWELLERY, CLOCKS, MUSICAL BOXES, by the best makers.
Repairs in Watches, Clocks and Jewellery undertaken and carefully made.
T. CHATELAIN MONTANDON.

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade:
Just Unpacked.
A fresh batch of plane and neat bugay dog-cart, gig and carriage harnesses, with double stitches and warranted German silver furnitures.
A few four in hand whips.
The property of a Gentleman.
A second-hand English-built miniature brougham in excellent order.
Just Landed.
A very neat and light English-built buggy on C springs, by Ness of London.
A very handsome English-built new four-seated open-carriage with moveable glass shutters by W. Kinross, London.
The property of a Gentleman.
A very strong and light four wheeled dog-cart with a serviceable chesnut horse and harness.
The Properties of Gentlemen.
2 second-hand English-built light four-seated open-carriage.
1 second-hand wheeled Malvern dog-cart by McNaught and Smith.
Just Landed ex Pirosma.
A new English-built self-driving or Park phaeton with lamps, pole and shaft by Ness.
A Velocipide.
The property of a Gentleman.
A very handsome light miniature Landau Sociable with lamps, pole and shaft by Ness.
A nearly new light English-built buggy.
The property of a Gentleman.
2 sets of very best Kersey horse clothings.
A pair of high-caste flea-bitten grey Arab carriage horses with a nearly new sett of silver mounted harness.
The property of a Gentleman.
1 second-hand English-built Hansom Cab by Robson & Co.
A ditto single-seat phaeton.
The property of a Gentleman.
A nearly new light English-built mail phaeton by Lewis.
Just Landed.
A very neat single seat miniature Brougham for a single horse with lamps and shaft by Ness, London and Liverpool.
The above Brougham is expressly built to order for India and is very useful for office work.
Just Landed.
A very handsome mail phaeton by Kinross.
Just Landed.
2 nearly new hogskin hunting saddle and bridle by Grant and Son.
A new English-built cab buggy on C. springs, by Silk & Sons.
The property of a Gentleman.
A second-hand light Malvern dog-cart.
A light carricle, with pole and bar and a spare shaft to convert it into a Dog-cart at pleasure, by Pearce and Countze, Longacre, with two harness saddles.
Just Landed.
A fresh batch of new Malvern dog-carts, painted differently with patent leather dashes, wings to sides, Collins' patent axles, and lancewood shafts.
Also,
A new and light palanquin office shigram with a year's guarantee.
The Property of a Gentleman.
A first-rate Madras-built Mail phaeton, with lamps, pole, and shaft, by Simmons and Co., in excellent order.
An English-built park phaeton with moveable driving box.
Also,
A fresh batch of double and single English-made Child's Perambulators.
Just landed.
Several pairs of spare circular Glasses for miniature brougham of different sizes.
Few Iron Lifters for greasing Carriages.
Several other new and second hand. Different kinds of carriages to be seen in the other Godowns, about 30 yards from the Rooms of the undersigned, on application.
BOMANJEE DOSSABHOY,
Auctioneer and Commission Agent.
Commission Rooms, Esplanade, Bombay,
20th February 1870.

NOTICES.

P. GRANT and SON, SADDLERS, &c., have commenced business again at No. 9 Hummum Street, where all orders will be attended to.
Orders from Out-stations to be accompanied with remittance or reference for payment in Bombay.

GEORGE NICOLL and Co.,
BOOT AND SHOE MAKERS,
24, MEADOW STREET, BOMBAY.
1, EAST STREET, POONA.
ELPHINSTONE STREET, KURRACHEE.

ST. ANDREW'S LIBRARY, THACKER, VINING, & Co.

THE CELEBRATED A. B. C. DESPATCH BOXES.
*** To those who set store by order and arrangement of papers, to others who habitually misplace papers, and to all to whom it would be a relief to be able to put a hand at once on any letter or document required, this clever arrangement cannot fail of being appreciated.
Messrs. J. Y. & Co. have several descriptions of these most useful Boxes: the latest received is one constructed by Messrs. De la Rue, at their suggestion, and easy be called,
THE SECRETARY'S A. B. C. DESPATCH BOX,
which besides the usually divisional arrangement on a large scale contains a fitted drawer with separate lock which may be at any time carried as a distinct and complete writing case: the dimensions of the Secretary's Box are 14½ by 11¼ by 9½ deep, Green Morocco Price Rs. 80.
THE IMPROVED "A. B. C." DESPATCH BOX, is fitted with an inkstand, a small supply of stationery, writing folio, wafer-box, and pocket for paper knife, &c.; it is of French morocco leather. Price Rs. 38.
THE "A.B.C." DESPATCH BOX.

10 inch, Mock Leather	Rs. 10	Oak	Rs. 21
12 inch	ditto	13-8	" 25
14 inch	ditto	15	" 30

Rampart Row. THACKER, VINING, & Co.

METALLIC STATIONERY RACKS.
These are strongly recommended for their general convenience and great durability, they do not warp or crack, and are not affected by either a moist or dry atmosphere.
Plain, to take foolscap paper and the smaller sizes of paper and envelopes, Rs. 7-8.
Ditto, with space for two ink bottles, pen tray, and waferbox, Rs. 12-8.
Ditto, with cover to lock, Rs. 21.
Rampart Row. THACKER, VINING, & Co

CHUBB'S BOXES JUST RECEIVED:—
Chubb's Paper Boxes with inkstand and pen tray—

No. 2, 15 by 9 by 6 inches deep, outside	Rs.	30 0
No. 3, 17 by 11 by 7 " "	"	35 0
No. 4, 19½ by 13½ by 7 " "	"	40 0

Chubb's Palanquin Boxes, containing slope for writing upon, large folio inkstand, pen tray, &c.—Size 10½ by 18½ by 8½ inches deep, outside ..... " 55 0
*** Strong leather cover and straps can be supplied for either of the above boxes ..... " 15 0
Rampart Row. THACKER, VINING, & Co.

STATIONERY CABINETS, with Folding Doors, Drawers, and divisions for Stationery of all useful sizes; porcelain Tablet, screw top Ink-bottles, Date Case, etc.

Oak, quarto size	Rs. 35
Do. Foolscap size	50
Mahogany, quarto size	38
Do. Foolscap size	55

Rampart Row. THACKER, VINING, & Co.

WRITING FOLIOS for the Club or Messroom Tables.

Demi size, French morocco	Rs. 6 0
Ditto ditto, ivory morocco	" 15 0

This latter is a handsome and most durable article, the name can be impressed in Gold for an extra charge of.... " 1 8
WRITING FOLIOS for the Drawing Room and Writing Table, gold tooled or plain.
Rampart Row. THACKER, VINING, & Co.

CHUBB'S CASH BOXES, with tray for Cash and Notes, No. 0 to No. 5. Rs. 15 to Rs. 28.
Rampart Row. THACKER, VINING, & Co.

DE LA RUE'S TOURIST'S WRITING CASE, containing Note Paper and Envelopes, Inkstand, Blotting Folio, Pen-holder, Pen, Pencil, &c., all in a space of 9 by 6½ by 2 inches deep.

Mock Russia Leather with	spring lock	Rs. 8 8
Morocco	ditto	ditto " 12 8
Russia	ditto	ditto " 18 8

Rampart Row. THACKER, VINING, & Co.

MORDAN'S JAPANNED TIN DESPATCH BOXES of 3 sizes, fitted.
Rampart Row. THACKER, VINING, & Co.

ALEXANDRA HOTEL, MATHER N.—Mr. J. C. PINTO, the Proprietor of the ALEXANDRA HOTEL, begs to announce to the Ladies and Gentlemen that he has resumed the management of the above Hotel, which is so well known for its excellent accommodation. There are besides three separate Rooms attached to the Hotel which are very commodious for Ladies and Gentlemen. Superior articles are always supplied at moderate rates, and great care is taken for the comfort of the Visitors.

ICES! ICES!! ICES!!!
JEWANJEE'S EXCHANGE
Messrs. JEEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass.

JEWANJEE'S EXCHANGE.
(By JEWANJEE & Co., Proprietors Byculla Hotel)
Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow Street and Hummum Street are open daily, and that Hot-chop, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.
The Billiard Room and ordinary Tiffin Room are on the ground floor, and on the first flat there are half a dozen nicely fitted up private rooms for tiffins.
A First class selection of WINES, SPIRITS, and BEER, &c.
JEWANJEE & Co.

THE CHOWK HOTEL, MATHERAN.
Messrs. JEWANJEE & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal patronage extended to the Hotel during the last season, beg to intimate that they have now RE-OPENED the Hotel.
The Chowk Hotel is the highest bungalow on the hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.
Terms as before, Rs. 6 per day.

THOMSON AND COMPANY.
CHEMISTS AND DRUGGISTS,
Opposite the Secretariate,
22, APOLLO STREET, BOMBAY,
BRANCH ESTABLISHMENT.
MAZAGON.
PRESCRIPTIONS.
Every care and attention is given to this Department of our business, and being under our personal superintendence, Physicians and Patients may rely on all articles being supplied of the best quality, and prepared with exactness and uniformity.
MEDICINE CHESTS IN GREAT VARIETY.
SHIPS' MEDICINE CHESTS CAREFULLY REFILLED.
Messrs. Thomson & Co. devote particular attention to Ships' Medicine Chests, and will, at any time, send on Board a competent party to have the Chest examined, free of charge.

PATENT MEDICINES.

Hair Brushes.	Flesh Gloves.
Nail Brushes.	Chest Expanders.
Tooth Brushes	Eau de Cologne.
Combs.	Violet Powder.
Corn Plasters.	Feeding Bottles.
Perfumery.	Court Plaster.
Sponges.	Filters.
Sponge Bags.	

AND A LARGE STOCK OF OTHER SUNDRIES.
PIPES, TOBACCO, CHEROOTS.
Orders from Outstations, accompanied by a Bombay reference will receive every care and attention.
THOMSON AND Co.

JAMES W. ALLAN AND Co., (Late KINLOCH AND ALLAN)
5, NESBIT LANE, FORT,
BOMBAY.
Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Lead and Wrought Iron Pipes.
Cast Iron Pipes.
Contractors' Tools.
India Rubber Suction Hose.
India Rubber Sheet.
Galvanized Corrugated Iron and Fittings.
Portland cement.
Crab Winches, Bench Vices, Buckets, Shovels.
One Fireplace Engine to lift and force 8,000 gallons per hour, complete.
One Circumferentor, complete.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.
This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.
As compared with a Wire Fence its advantages are—
1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are in general prevented.
2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without